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American Railroad Journal.

New York, Saturday, November 15, 1873.

Pennsylvania Railroad.

A meeting of the directors of this company was held in Philadelphia on the 7th inst., the main purpose of which was to consider the feasibility of a semi-annual dividend. To this end the Finance Committee of the Board submitted a report giving the receipts and expenses of the company for the six months ending October 31. From the statement of the Controller it appears that the gross earnings of the Pennsylvania Railroad and branches (estimating the month of October) were $13,202,701 82; expenses for the same period, $8,071,393 60; leaving net earnings of $5,131,308 22. To which must be added balance of income from interest on sundry bonds and stocks of other companies, after payment of interest on the floating debt of the company, $918,294 78. Total profits, $6,049,603. It also appears from the statement of the controller that the gross earnings of the United Railroads and Canal of New Jersey for the time were $5,625,267 77; expenses for same period, $3,940,986 76; leaving net earnings of $1,684,281 01. To this is to be added rents, interest and dividends received by the treasurer from property of United Railroads and Canal Company, $76,632 28, giving a total of $1,760,913 89. The amount paid as interest and dividend under the lease of the United Railroads and Canal is $1,820,249 28, leaving a deficit in operating the United Railroads and Canal for six months of $59,335 89. These figures leave net profits of Pennsylvania Railroad and United New Jersey Railroads and Canal, $5,990,267 11. The treasurer's statement shows that the amount required to pay the interest on the mortgage bonds of this company is $880,511 70; premium on gold to pay interest on bonds, $71,092 75; State tax on coupons and capital stock, $215,751 18; semi-annual amount due on purchase of State works, $230,000; rent of Harrisburg and Lancaster Railroad, $65,123 29; interest on bonds and mortgages on real estate, $23,351 75; dividend of 5 per cent on capital stock of the Pennsylvania Railroad Co., $3,363,419 37; making a total of $4,849,250 04, and leaving a balance to credit of income account, after payment of a November dividend of five per cent, of $1,141,017 07, which is over 1⅔ per cent upon the whole capital of the company. Notwithstanding this flattering statement of net earnings, the company is compelled, in consequence of the prevailing financial panic during the past fifty days, to recommend the payment of the dividend in scrip, the money out of which it was proposed to pay it having all been absorbed in meeting payments for lateral lines, for additional rolling stock, station and warehouses, third track, sidings, &c., necessary to meet the increased business, which, during the past two years, has been augmented over forty per cent. The capacity of the main line had reached its maximum without such improvements, which, when fully completed, will meet, it is believed, the demands of the increased traffic for several years to come. On this exhibit of the financial situation of the company the Finance Committee recommend to the Board to declare a semi-annual dividend of 5 per cent out of the net earnings, clear of State tax, payable to the stockholders on and after the 6th of December, 1873, in scrip of the company, which will be payable on the 6th day of March, 1875 (fifteen months), or sooner, at the option of the company, and bearing interest at the rate of six per cent per annum. In this connection the treasurer of the company was directed to receive up to the first day of May, 1874, at par, the scrip issued by the company for the dividend declared in payment of instalments due and to become due this company on unpaid capital stock.

It is thus seen, says the Philadelphia *Ledger*, from which we have obtained the above, that a 5 per cent dividend in scrip is to be paid. This scrip, at 6 per cent, is to be payable at the option of the company at any time before the expiration of fifteen months—March 6, 1875—but is absolutely payable at that time. This scrip will no doubt come at once on the market as soon as issued, and will probably sell at about 90 per cent. This, for a scrip loan so soon redeemable, is a good investment, as it will pay the purchaser at the price named 16 per cent per annum—10 per cent on the face of the scrip and 6 per cent interest. The receipts of the scrip at par in payment of instalments on the capital is a judicious provision, and will probably insure the prompt payment of most if not all of the outstanding instalments, some $1,300,000.

New York Steam Engine Company.

The New York Steam Engine Company, which has now been established 25 years, makes at its works in Passaic, N. J., all descriptions of machinists' tools, including engine lathes, planers, bolt cutters, upright drills, &c. It has a capacity for turning out $1,000,000 worth of goods a year, which are sold mainly to railroad and locomotive works, car shops, and large machine shops. It occupies a shop 400 feet long by 125 feet wide, two stories high, a foundry, 100x50 feet, and a blacksmiths' shop, 100x50 feet. The machinery is run by water power, furnished by the Dundee Manufacturing Company. The articles made by this company have an excellent standing, and are used extensively in many of the best shops in the country. Besides the articles mentioned, it also makes a specialty of Scott's Gear Moulding Machine. Geo. Place is president, Geo. O. Dow is secretary and Chas. A. Cheever treasurer. Their office and salesroom is at 98 Chambers street, New York.

☞ Messrs. Greenleaf, Norris & Co. have notified the Stock Exchange that they are prepared to pay in full. They will soon resume their seats at the Board.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JULY 31, 1873.

The receipts on capital account during the half-year amounted to £775,988, arising as follows:—

Deposit of £25 on new issue of £1,209,000 perpetual Five per cent debenture stock		£302,250
On account of 1st July instalment		288,300
In anticipation of future instalments		185,240
		£775,790
Shares issued on conversion of preference stock during the half-year at the rate of 5 shares for every £100 of preference stock:—£7,980 stock converted into 899 shares of £20 10s. each, £8,180, less £1 difference on 24 shares transferred from Canada to London office	£8,180	
Less preference stock cancelled on conversion	£7,980	
Less difference in exchange on 24 shares transferred from Canada	1	
	7,981	
		198
		£775,998

The total receipts on capital account on amounted July 31, 1873, to £7,672,682. The charges to capital account during the half-year amounted to £458,048 of this sum the engineer's report shows an expenpiture for roadway, sidings, station buildings, &c., and a proportion of the cost of 4,621 tons rails and 367 tons fastenings laid in the track, amounting altogether to £61,344

There has been further expended on capital account for—

Double track between Windsor & Glencoe	15,963
Detroit river bridge surveys, &c.	689
Third car ferry boat Saginaw	8,434
Fourth car ferry boat, to carry 16 cars	16,826
Locomotives	68,839
Cars	131,708
Gencoe loop line	154,775
For discount, &c	4,969
	£458,048

The total expenditure to July 31, 1873, amounted to £7,246,883, leaving a balance at credit of capital account of £426,299. The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts		£619,839
Working expenses, including renewals, taxes, rents, and all charges		417,099
		£202,740
From which is deducted—		
Interest on bonds, &c	£48,195	
Discount and charges on conversion of American currency	39,546	
Amount set aside for renewal of ferry steamers	2,000	
Alteration of gauge account	9,100	
		98,841
		£103,899
Add profit on working leased lines	£3,770	
Add surplus from last half-year	3,382	
		7,152
Amount available for dividend		£111,051

The dividend for the half-year on the 5 per cent preference stock amounts to £5,692; and from the balance the directors recommend a dividend on the ordinary shares at the rate of 4½ per cent per annum, payable in London on the 4th November, which will absorb £100,335, leaving £5,024 to be carried forward to the next half-year. The aggregate traffic receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey, and Bruce, and the London and Port Stanley railways) exhibit a gross increase of £69,011, which consists of—

Increase in way passenger traffic	£3,548
" way freight and live stock traffic	21,293
" through freight and live stock traffic	43,675
" mails and express freight	1,048
	£69,564
Decrease in through passenger traffic and emigrants	554
	£69,011

The way or local business amounted to 39.22 per cent of the whole earnings of the line as compared with 39.43 per cent in the corresponding half-year, and the through business represented 60.78 per cent, against 60.57 per cent. The passenger rates were about equal to those of the corresponding half-year; but way freight rates yielded .20 cent, and through rates .11 cent less per ton per mile than in the corresponding period. The following table exhibits the receipts and expenses for seven corresponding half-years:—

RECEIPTS.

Half-year ending July 31.	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
1867	165,367	199,221	116	365,704
1868	155,082	200,619	948	356,649
1869	157,930	226,200	937	385,068
1870	153,863	254,230	807	408.900
1871	158,084	300,059	747	458,891
1872	193,951	356,014	769	550,735
1873	197,994	420,902	863	619,839

EXPENSES.

Half-year	Including renewals & all charges. £	Per cent of gross receipts.
Ending July 31, 1867	182,768	49.98
" 1868	208,462	58.45
" 1869	232,768	60.45
" 1870	251,824	61.58
" 1871	268,276	58.46
" 1872	329,437	59.82
" 1873	417,099	67.29

The discount and charges on the conversion of American currency for the half-year amounted to £39,546, as compared with £34,703 in the corresponding half-year. The conversion was made at an average of 115 15-16, the average price of gold for the half-year being 116⅛. In this account there is included £1,436 for discount on the amount of American currency on hand unconverted at the close of the half year. The ferry steamers' renewal fund has been credited with the usual amount and accrued interest for the half-year. The balance at the credit of this fund at 31st July, 1873, amounted to £18,788. The iron car ferry-boat the Great Western, after seven years of uninterrupted service, by night and day, has been taken into dock for two months and thoroughly overhauled, and resumed traffic early in September. The usual sum of £9,100, has been charged to revenue on change of gauge account, making a total sum of £45,500 charged against this account to 31st July, 1873. Thus about one half of the estimated expenditure for the renewal and replacement of the broad guage rolling stock has been charged to revenue. The balance will be debited in the same half-yearly accounts, until the whole sum is completely extinguished. Since the issue of the last report, the outer line of rail between London and Hamilton has been removed. The entire system is therefore now of the uniform American 4 feet 8½ in. gauge. At the close of the half-year there remained only thirty miles of iron rails in the permanent way of the main line, which at the date of this report has been replaced by steel, so that the whole main line as well as the Glencoe loop line, is now laid with steel rails. Following the system adopted for the renewal of rolling stock, it is proposed that an annual reserve fund should be created, to meet the renewal of the permanent way. The directors will be prepared next half-year to report upon this subject. The plan of charging a fixed rate for repairs and renewals of rolling stock has been found to work well. The balance at credit of locomotive renewal fund, at 31st July, 1873, amounted to £30,237. The amount standing to the credit of car renewal fund has been absorbed during the half-year in the purchase of new passenger cars. An exceptionally heavy item of £9,181 is charged in the present half years's accounts under abstract E for foreign terminal charges, and consists of the balance of account against this company for proportion of charges paid by the Michigan Central Railroad since July, 1871, and now finally adjusted. The cost of operating the Wellington, Grey, and Bruce Railway was less by £127 than the 70 per cent of its gross earnings allowed to the Great Western for working it. The additional earnings received by the Great Western on its own line by the traffic interchanged with the Wellington, Grey, and Bruce Railway, amounted to £17,184; of which according to the agreement, the Great Western lays aside 20 per cent, or £3,437, to acquire the bonds of that company. During the past winter some relief was expected to have been afforded to the encumbered main line by diverting a portion of the freight traffic over the unfinished loop line. For a few days in February last this was attempted, but was almost immediately discontinued, owing to the difficulty of safely working traffic over an unballasted road, the embankments and cuttings on which were not consolidated. The government inspector went over the line as far as completed to the Welland Junction, 128 miles, on May 27th, and reported favorably of its construction. An irregular local traffic was then commenced, but the object for which the loop line was built, cannot be attained until the Buffalo International Bridge is opened and a direct connection made with Suspension Bridge. Up to the end of the past half-year the interest upon the money raised for the loop line has been charged to capital as heretofore, less the value of the local traffic earned upon it, together with interest on the unexpended portion of the funds. The total interest on the expenditure for the loop line to Welland Junction will be a charge against revenue from the commencement of the current half-year. In order to permit the immediate use of the Loop line for the through freight business via Suspension bridge, and at the same time to utilize that bridge for traffic interchanged with the New York Central and the Erie Railways, a short branch of eight miles is under construction from the main line terminus at Suspension bridge, to the town of Allanburgh on the Welland Railway, the estimated cost of which is under £40,000. By this branch a through connection will be formed from the Glencoe loop line with the Suspension bridge, making the distance to Detroit as short as from the International bridge, and five miles shorter than the present main line between these points. The easier gradients of the Loop line and the saving in the tolls to be levied on the International bridge will greatly conduce to the economical transport of freight. The route by the International bridge will still be useful for local and cattle traffic coming from the main and loop lines destined for the city of Buffalo. The advantages to this company of the Allanburg branch cannot be too highly appreciated. The receipts and working expenses per train mile for seven corresponding half-years, compare as follows:—

Half year ending	Gross earnings per train mile. s. d.	Ordinary working expenses per train mile. s. d.
July 31, 1867	8 10¼	4 2¾
" 1868	8 5	4 8¾
" 1869	8 0	4 8
" 1870	7 8½	4 7
" 1871	7 9½	4 5
" 1872	7 9¼	4 6
" 1873	7 6½	4 11½

The unsatisfactory results of the working of the half-year ending January 31, 1873, were fairly attributed to the extraordinary inclemency of the

past winter, aggravated by insufficient siding and station yard accommodation, and the want of an adequate supply of rolling stock and also to the higher rates paid for fuel and wages, but as, notwithstanding the steady increase in the gross traffic, the monthly returns continued to exhibit diminished net results, the board determined to proceed to Canada in August last for the purpose of investigating the causes of the increased working expenses, and to strengthen and reorganise, where necessary, the local management of the railway. The president having just returned from Canada confirms the correctness of the reasons given for the disappointing results of the last twelve months' working. The incomplete condition of the extensions of the line and other works in progress, combined with a deficiency in rolling stock, totally crippled the efforts of the working staff to control the rush of traffic during a winter of unexampled severity and of unusual duration. To these must be added the failure in a proper supply of seasoned fuel for locomotives. To avoid the recurrence of a similar default, the management of the wood department has been placed in other hands, and a monthly report of the stock of fuel will be laid before the board, the general manager being at the same time held responsible for its sufficiency. The staff in Canada has been re-modelled. Mr. Price, the late treasurer, has been appointed general manager, and the board have reason to believe that his experience and ability will justify the appointment. To Mr. Muir, as general superintendent, has been committed the duty of working the traffic, and Mr. Woodford appointed assistant superintendent, to whom is specially entrusted the despatching of trains, the distribution of freight cars, and the care of the telegraphs. The local management of the main line and branches has been divided into five sections, to each of which a superintendent has been appointed, the whole acting under the instructions of the general superintendent. Other departments have also been reorganized so as to attach individual responsibility to each branch of management. During his visit, the president carefully examined in detail the working of the railway and its accessories, as well as the relations of the company with connecting railways in Canada and in the States. He reports, after an extended survey, that the entire main line, now practically doubled and relaid, is in first rate condition, that the gradients of the loop line are most favorable for the economical working of the through business; that the sidings and station ground are now ample for present requirements, and the equipment generally such as to prevent a recurrence of those difficulties which have lately so much interfered with successful results. With the staff remodelled so as to ensure the vigorous and economical working of the line, and with the promise of abundant traffic, the directors have reason to anticipate the restored and increasing prosperity of the company. The system of the Great Western Railway being now complete and in connection with lines of railway constructed by independent parties, extending into the most fertile districts of the country, the board consider that no further extensions involving capital outlay on the part of this company, will be either desirable or necessary. The harvest in the Western States has been most abundant, and the opinion of railway authorities in Chicago is that the amount of traffic from this source will tax to the utmost the carrying power of the company. Under the authority conferred by the shareholders at the special meeting on April 9th, 1873, the directors have issued 5 per cent perpetual debenture stock to the amount of £1,209,000; and under the same authority they intend to pay off the 6 per cent terminable bonds of the company due in 1873 by the issue of a further amount of the same description of stock. The financial position of the Detroit and Milwaukee Company, and especially with reference to their bonds maturing this year and in 1875, has received the anxious attention of the board. The large money interest held by the Great Western in that company, together with the material advantage derived from the traffic connections, render some arrangement necessary by which the Detroit and Milwaukee Company may be adequately equipped, and the control of it retained by the Great Western. The consideration of a plan to accomplish this will be the subject of discussion at the special meeting of shareholders, which it is proposed to adjourn till Wednesday, November 5th. Pending any arrangement that may be determined upon by the Shareholders, a temporary advance of $100,000, American currency, has been made to the Detroit and Milwaukee Company, on the security of interest-paying bonds. In the meantime the directors are desirous that it should be clearly understood that no arrangement has been concluded, nor has the Great Western Company been committed in any way. The whole matter forms the subject of a special report to the shareholders, sent herewith, and will be left to their decision at the above adjourned meeting. The directors who go out of office by rotation are—Mr. George Smith, Mr. William Weir, Hon. William Macmaster, and Mr. Donald McInnes. These gentlemen are all eligible, but Mr. George Smith, Mr. William Weir, and Mr. Donald McInnes do not offer themselves for re election. The following gentlemen will be proposed at the general meeting to fill the vacancies on the direction, and the proxies received by the board will be used in their favor. Lieut.-Col. Francis Douglas Grey, of Ludgrove, New Barnet; Sir Keith Jackson, Bart., Kingston, Ontario; Hon. William Macmaster, Toronto, Ontario; and Thomas Barkworth, Esq., 16, Austin Friars, London. The auditors also go out of office, but offer themselves for re-election, viz.:—Mr. John Young, of Messrs. Turquand, Youngs, & Co., Mr. Sidney Smith and Mr. Samuel Spreull, in Canada.

Directors.—Alderman Sir Thomas Dakin, Cree Church-lane, London, president. Gilson Homan, Esq, Sanford-house, Kirkstall, near Leeds, vice president. Hon. John Carling, M P., London, Ontario, Canada; John Cleghorn, Esq., 3, Spring Gardens, S. W.; Thomas Faulconer, Esq., 66, New Finchley road, N. W.; Edward H. Green, Esq., 22, Old Broad street, London; Donald MacInnes, Esq., Hamilton, Ontario, Canada; Hon. William Macmaster, Senator, Toronto, Ontario, Canada; Paul Margetson, Esq., Clapham common; George Smith, Esq., 23, Albemarle street, W.; William Weir, Esq., 10, Princes terrace, Dowanhill gardens, Glasgow.

Dangerous Railway Crossings.

In the Supreme Court of the State of Pennsylvania Judge Sharswood has recently made an important decision as to the amount of care to be exercised by the driver of a wagon in crossing a railway track. It arose from a suit for damages brought against the Pennsylvania Railroad. The judge said that the evidence showed that the railroad company was guilty of negligence. The accident occurred on a dark, foggy morning, when there was snow on the track, which deadened the usual rumbling sound of the train. The cars were passing through Allegheny City at a much greater rate of speed than was permitted by the city ordinances; no whistle was sounded, and it is not very clear whether a bell was rung. The view of the track at the crossing was obstructed by cars on a siding. The driver of the wagon, whose horses were killed, testified that he stopped and listened, but heard nothing; and it was contended that he ought to have got out and looked for the train. This he did not do; if he had in all probability he would have been killed also. The court held that the fact that the track could not be seen from the road was no reason why the traveler should not stop and listen, approach at a slow walk, and, if he could not trust his horses, get out and lead them. It was negligence in the railroad to have the crossing obstructed, but this did not dispense with the necessity for extreme caution by the traveler. On the other hand, the court was of opinion that there should be a legislative regulation requiring that the usual notice on country roads, "Look out for the locomotive," should be at a point were the approaching train on the track can be seen in either direction, and that there should be a flagman at every street crossing in a city. The judgment of the court below against the railroad was affirmed, it being held in substance that a person in crossing a railroad track is bound only to do what an ordinarily prudent and cautious man would do. In addition to stopping his wagon and listening he is not obliged to get out of the wagon and go on the crossing to see if a train is coming.

Prizes for Self-Acting Couplings.

The Union of German Railroad Administrations has determined to award prizes—one of 3,000 thalers ($2,250), another of 1,000 thalers ($750) —for the invention of a contrivance by means of of which the coupling of railroad cars can be effected without the necessity of stepping between the cars. The inventions submitted for competition must have been tried practically by one of the railroads belonging to the Union previous to the sending in of the papers, and the proposition for the award of the prize must emanate and be supported by one of the said railroads. The premium does not debar the inventor from patenting the invention and enjoying the benefit of the patent. The papers must so explain the invention by illustrations, drawings, models, etc., that an opinion can be easily formed of its quality, practicability and working; and must be sent in, carriage paid, to the head office of the confederation, Berlin, Prussia, before the 1st of July, 1874. The examination of the competing plans, as well as the decision, whether general or in the form of an award of prizes, will be undertaken and decided by an examining committee, consisting of twelve members, appointed by the confederation.

☞ The income of the St. Andrews (N. B.) Railway for the six months ending July 31, 1873, was £2,444, being £113 less than the corresponding period of last year; the expenditure amounts to £1,981, being an increase of £481 over the corresponding period. The directors recommend a dividend at the rate of 5 per cent per annum, free of income tax, upon the ordinary stock of the company.

☞ The new steam canal boat City of New York, of Baxter's invention, arrived at New York from Buffalo in six days and one hour. She brought seven thousand bushels of wheat at a cost of seven cents a bushel, against ten cents as the cost by horse canal boats and twelve cents by railroads. But five tons of coal were consumed on the trip.

☞ Fifteen locomotives, six extra tenders and two snow plows, belonging to the Boston and Albany Railroad Company were recently destroyed by the burning of the company's round house at Springfield, Mass. The loss is about $180,000.

☞ The tonnage of coal over the Chesapeake and Ohio canal during the month of October was 116,482, and the revenue from the same about $70,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J. A J&O	Oct. '73 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	653,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	300,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence.100	3,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept. '73 5
" " pref.100	1,485,900	M & S.	Sept. '73 5
Camden and Amboy* ...100	5,847,800	J. A. J.O.	Oct. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 4½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	769,600	F. & A.	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey.100	20,000,000	J.AJ&O.	July '73 4
Central Ohio* 50	2,425,000	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung* 100	380,000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '73 4
Chicago & N. Western.100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*— 50	1,786,800	M.J.S.D.	Sept. '73 2
Colum. & Hocking Val.100	2,500,000	F. & A	Aug '73 5
Concord 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 100	31,850,000	J. & J.	July '73 5
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	13,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,509,200	J. & J.	July '73 3
East Mahanoy * 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,009,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top.* 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 2½
Illinois Central 100	26,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '73 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence* 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Oct. '73 2½
Little Miami.* 50	5,871,450	J.A. J.O.	Oct. '73 3
Little Schuylkill* 50	2,646,100	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '73 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 8s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 8s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Mnehil'l*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul.100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '73 5
Naugatuck.....100	1,377 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*..100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '73 4
N.Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Oct. '73 2½
N.Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J	July '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Oct. '73 4
New York and Harlem.100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,600,000	irregular.	Jan. '73 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	July '73 4
Norwich & Worcester*.100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport.100	6,297,900	J. & J.	July '73 5½
Oswego and Syracuse*.100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*.100	630,000	J & J.	July '73 4
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref.. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '73 1½
" Special Imp.100	2,000,000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces..100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genessa Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,770,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,200	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	202,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brook'n 50	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 00	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newtown..100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,600,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 50	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio -- 25	8,229,594	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 80c
" " (pref.). 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov. '73 3
Quicksilver, common ...100	6,700,000	— & —	.....
" preferred ..100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '73 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Nov. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,255,000	5	Jan. & July.	1874	112¼
.. ..coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,762,000	6	Jan. & July.	1880	111½
.. ..coupon	4,658,000	6	" "	1880	113
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.,	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,661,400	6	Jan. & July	1881	111½
.. ..coupon	63,659,950	6	" "	1881	113
Loan of Feb. 25, 1862 (5-20s).....registered	17,6 9,800	6	May & Nov.	1882	106½
.. .. .. (5-20s).....coupon	170,227,150	6	" "	1882	105½
Loan of March 3, 1863.....registered	53,588,600	6	Jan. & July.	1881	111½
.. ..coupon	21,411,400	6	" "	1881	113
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	107
Loan of June 30, 1864 (5-20s).....registered	24,798,950	6	May & Nov.	1884	107
.. .. .. (5-20s).....coupon	33,286,050	6	" "	1884	107
Loan of March 3, 1865 (5-20s).....registered	33,907,700	6	May & Nov.	1885	107
.. .. .. (5-20s).....coupon	118,917,150	6	" "	1885	107¾
.. .. 2d series (5-20s).....registered	55,691,000	6	Jan. & July.	1885	110
.. .. .. (5-20s).....coupon	146,942,100	6	" "	1885	110
.. .. 3d series (5-20s).....registered	87,120,950	6	Jan. & July.	1887	110½
.. .. .. (5-20s).....coupon	223,533,250	6	" "	1887	111
.. .. 4th series (5-20s).....registered	13,715,500	6	Jan. & July.	1888	112
.. .. .. (5-20s).....coupon	23,758,500	6	" "	1888	111
Loan of March 3, 1864, (10-40s)....registered	140,545,200	5	Mar. & Sept.	1904	105¾
.. .. .. (10-40s).....coupon	54,022,100	5	" "	1904	105½
Consols of July 14, '70 & Jan. 20, '71.registered	162,667,700	5	F. M. A. & N.	1881	106
.. .. coupon	112,047,300	5	" "	1881	106¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	109¼
U. S. Notes and Fractional Currency.....	408,908,098	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84¾
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,000):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W.&Atl.R.R. 1842, '43, '44&'48	866,000	6	Various.		73
.. Bonds for W. &Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl.&Gulf R.R., '58, '59, '60&'61	600,000	6	Feb. & Aug.	'72-'74	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'83-'84	....
Kentucky—($2,730,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O.,Mob.&Chat.R.R.)'70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	101¼
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	588,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	51,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	98
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1888	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	96
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	92¼
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	96¾
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98¾
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1878	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	103½
.. Bounty Loan Bonds, 1867, coupon	1,872,000	...	" "	1877	104
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	18
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	101
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	104½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	107½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	9
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	63
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	64¼
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	35
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'91	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	90
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (265 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	868,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	92½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	92
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	94
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F.& P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	492,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	100½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	100½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	85
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	90
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	60
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	95
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	20½
Cedar Rapids & Mo.Riv. (C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	...
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	98
Loan of Leh.C. & Nav.Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	85
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	101
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	105
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	89
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	90
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	79
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	90
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	98
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd. skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	83
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	89
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	74½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	45
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	" "	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	67
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1861	98
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	93
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1909	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000 pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
Ean. Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	94
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	94
3d Mortgage	4,582,000	7	" "	" "	1883	93
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	90
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $20,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	872,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,069,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July.	"	1896	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	90
2d Mortgage	948,000	7	May & Nov.	" "	1875	96
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1876	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	82½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	67½
1st Mort. (Q. & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K.City&Cam.RR 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,394,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	....
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	...
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N. Y. &St. Lo.	1895	85
1st Mort. (2d Div. 258.94 m.)gold	4,066,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B's.&Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,182,000	7	J. A. J. & O.	" "	1890	92
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	87
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	83½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	90
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	95
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	98
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	92
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	94½
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	93
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	90½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	87
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	96½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	80
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	66
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	100
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	93¼
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77¼
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,868,000	7	Jan. & July.	" "	1897	73
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	73
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	100
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	88¼
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $12,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,838,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74¼
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	99¼
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	95¼
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90¾
Construction bonds of 1871	2,990,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	40
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	85
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	85¼
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	722,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Morigage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	98
2d Mortgage	5,000,000	7	May & Nov.	"	1896	96
Chattel Mortgage	360,000	10	April & Oct.	"	1877	102¼
North Shore (L. I)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	88
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	89¼
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94¾
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	83½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	68
2d Mortgage, (W. Div).....	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	85
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	99½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	70
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	78
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	20
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	71¾
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:)						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	98
2d Mortgage (")....	2,594,000	6	April & Oct.	"	1875	95
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	88
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	83½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	93,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	98
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	97
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	99
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	97
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	83
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	84
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	97½
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	70
Rich., Fredericksburg & Potomac						
Sterling Loan	67,775	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	90
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	75
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92¾
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1890	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1896	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	75½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	74
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1873	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	90
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	89
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	80
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	73
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	73
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	73
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	77½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	74
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	64½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	45
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	94
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	99
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	92
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	79
Equipment Mortgage	1,000,000	8	" "		1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	72
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage(fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AlR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W.& O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	83
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. byC.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	93½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	80
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	100
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	81½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	81
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	82
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	68
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	69
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	77
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1899	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac ..... New York.	2,728,692	*	.....	7,000,000	3,768,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)... New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	85
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	...	...	...	....	Allegheny Valley ..... Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown ..... Pennsylvania.	1,147,225	—	—	—	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶ ..... Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	...	...	...	....	Atchison, Topeka & Santa Fe.... Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield ..... Massachusetts.	805,873	7,555	44,400	.....	520,000	298,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point ..... Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶ ..... Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio... Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	520,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	...	...	...	....	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	—	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah ..... Georgia.	1,032,200	—	—	—	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris .. N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ .... Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	145
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	145
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	...	...	...	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1. 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	567	Belvidere Delaware ..... New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire ..... Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	135
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner..... Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg ..... Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal ..... N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	12½
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell..... Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	97
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine..... Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	106
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence..... Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	142½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa..... Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	(Com	pany in ba	nkruptcy.	)	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶ ..... Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	—	—	2,286,000	583,500	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,330,000	—	—	—	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	...	...	...	....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	...	...	...	....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....	.....	(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	...	...	...	....	*Cairo and Fulton* ..... Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy..... New Jersey.	9,458,328	—	—	—	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic..... New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,460	54,907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	...	...	...	....	Canada Central ..... Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	...	...	...	....	Canada Southern ..... Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod ..... Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.... Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water't'n & Sack. Harbor.. N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa..... Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	) 572,104	183,169	7 p.	50	26
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota..... New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Illinois	Central.	)	128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R	.)	.....	—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia..... Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	639,308	10	100	...
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island..... New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	89
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio..... Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific* ¶..... Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.... S. Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio..... Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	...	...	....	Chester and Tamaroa..... Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,871,900	—	.....	.....	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)		—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	92
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,839,866	10	100	86
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)		.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	627,930	277,853	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	tern R. R.	Co.)		8	100	82½
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	—	—	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	37½
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	—	—	(Operat	ed by con	tractor—N	o report.)		—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Il. & Mo.	.....	(No info	rmation.)		.....	.....	.....	.....	—		(Being co	nstructed.)			—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	87
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	.....	(Under	construct	ion—no	informati	on.)			—						—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	(Marlett	a and Cin	cinnati R.	R. Co.)		—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	—	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,558	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	...	...	...	....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	ed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	—	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350	—	42.0	.....	.....	.....	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	—	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,398	850,755	339,244	—	100	9½
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	.....	(Under	construct	ion—no	report.)			—	25.0	20,360	4,032	.....	7,047	.....	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind.	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,921,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	67
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	—	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,286,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	75
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	18½
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	—	40.0	.....	.....	.....	90,216	14,967	—	100	....
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	158
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	78½
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,900	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	123
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	—	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436,500	96,323	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,600	—	—	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	—	.....	308,405	100,000	22,240	—	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	137,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	—	—	(Leased	to Pennsy	lvania R.	R. Co.)		—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	20.0	...	...	...	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	—	90.0	(Recentl	y opened	—No repo	rt.)		—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	—	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware ¶	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	16,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,575	3,347,671	4,746,678	2,867,965	10	100	88½
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,862	371,903	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,600	5,070,000	930,000	—	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	cently op	ened—no	returns.)		—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	—	65.0	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	...	...	...	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	—	166.0	.....	.....	.....	610,000	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	.....	122,000	175,000	.....	—	—	(Leased	to Maine	Central.)		18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,838	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipiseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)		29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	.....	5,000,000	886,000	.....	—	—	(Leased	by Illinois	Central.)		.....	6	100	55
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,600,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Phila. &	Reading	Co.)	.....	.....	6	50	....
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,167,851	*	34,750	861,293	1,970,924	3,889,900	168,503	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,832,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,820	1,973,623	574,201	—	100	92½
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	49,512	22,107	41,308	129,306	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	...	...	....	Eastern Shore ¶	Maryland.	895,000	*	—	.....	295,000	600,000	.....	—	40.0		(No state	ment furni	shed.)	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	...	...	...	....	Elizabeth and Paducah	Kentucky.	6,000,000	*	—	.....	3,000,000	3,000,000	.....	.....	185.0	(R	cently o	pened—no	returns.)		—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,043,084	11,191,472	568,131	1,133,257	86,536,910	26,398,800	2,517,301	—	954.0	12,318,504	3,598,988	5,564,274	18,371,885	4,720,285	1½	100	42
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,802	—	.....	.....	144,900	120,000	.....	—	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	31.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	—	—	2 000,000	3,297,000	—	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	8,725,907	*	.....	.....	1,272,550	4,753,773	3,230,360	—	114.0	154,290	298,082	.....	367,574	165,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,036	.....	566,679	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	—	—	750,000	750,000	—	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	234,633	271,986	213,351	5.8	11,988	106,787	—	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. R. R. Co.)	.....	.....	7½	50	....
Sept. 30, 1872	50.3	43.3	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	—	.....	511,800	93.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	120
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. All Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	—	.....	300,000	300,000	41,382	—	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	—	—	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)		1,000,000	2,300,000	—	—	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	—	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	—	—	—	283,745	—	—	—	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	—	61,000	2,051,468	552,840	.....	—	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,385,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	—	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	—	—	105,000	246,500	8,000	—	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	—	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶ .....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	—	—	—	200,000	—	—	—	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	—	—		(Not r	egularly o	perated.)		—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	—	—	—	130,098	185,500	11,086	—	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific. ¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	—	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	299,600	.....	—	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	19
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	—	21,126	123,550	—	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	—	.....	—	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	—	.....	4,000,000	4,000,000	40,509	—	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	—	—	—	1,182,550	760,000	—	—	54.0	(Leased	by Pennsy	lvania R. R	. Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill ¶. R.I., Ct & N.Y.	4,201.486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,600.)		75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	—	1,362	150,000	—	—	—	5.5	.....	—	100,379	54,401	35,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	—	—	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern ¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	—	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	—	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	99
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	—	.....	.....	960,000	960,000	.....	—	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	—	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	—	212.5	.....	.....	... .	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	—	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	—	261.0	1,732,260	291,787	690,971	2,110,681	730,289	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	—	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased	by Ill. Cen	. R. R. Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	—	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	—	129,550	—	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	—	.....	400,000	100,000	—	—	11.0	11,350	—	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	—	—	.....	1,976,100	4,195,000	.....	—	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 21, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	—	—	—	1,500,000	349,000	—	—	—	(Leased	to Chicag	o & Alton	R. R. Co.)		7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	185,250	800,000	—	—	—	24,937	215,230	—	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased	by Michig	an Central	.R. R. Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	268	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	—	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased	by Leav. L	awr. & Gal.	R. R. Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	—	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	—	138,305	361,492	2,395,000	—	107,611	49.0	(Com	pleted Oct	. 19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	—	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased	by Tol. W	ab. & Wes	tern R. R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	3,716,927	—	3,000,000	1,500,000	—	—	—	(Leased	by Tol. W	ab. & Wes	tern R. R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	—	—	.....	1,727,553	792,000	96,097	—	—	(Not yet i	n operatio	n.)			—	100	...
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	3,118,598	8	100	66½
Jun. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	—	—	(Opened t	hrough in	July, 187	3.)		—	100	...

Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi.....Minn.	7,591,200	*	42,017	101,148	5,125,000	7,422,000	491,692	121,273	211.0	(Leased	by Northe	rn Pacific.)	731,612	171,001	—	100	....
Oct. 31, 1872	17.4	—	1.7	—	—	—	—	—	Lawrence .....Pennsylvania.	637,607	—	.....	.....	289,750	355,000	25,000	—	20.4	94,356	72,942	294,444	157,653	76,950	10	50	....
Dec. 31, 1872	21.3	—	2.1	—	—	—	—	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,200,000	—	.....	.....	600,000	600,000	.....	—	—	(Leased	to Pacific	Mo. at 45	p.c. 42,000	42,000	—	100	....
Jun. 30, 1872	141.2	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,378,151	604,364	4,550,061	125,119	5,000,000	5,880,000	514,522	273,173	208.6	427,541	.....	.....	593,993	198,314	—	100	....
Oct. 31, 1872	101.0	129.0	222.5	—	181	44	25	8,776	Lehigh Valley.....Pennsylvania.	14,611,783	5,138,642	.....	.....	21,468,800	9,754,000	.....	.....	239.1	3,676,851	967,850	6,307,604	5,982,949	1,773,794	10	50	110
Dec. 31, 1872	120.0	77.0	63.5	—	53	40	22	703	Little Miami .....Ohio	8,950,425	*	.....	.....	6,394 450	2,550,000	.....	.....	197.0	1,240,270	702,241	555,656	1,673,307	403,387	8	100	....
Dec. 31, 1872	100 0	—	....	60.0	7	....	....	100	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	6,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	28.3	—	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,416,188	—	.....	.....	2,646,100	759,500	.....	—	31.3	(Leased	by Phila.&	Reading.)	271,435	271,435	7	50	88
Oct. 31, 1872	9.5	—	0.6	—	1	—	—	—	Littlestown.....Pennsylvania.	115,116	—	.....	.....	34,850	40,000	1,500	—	9.5	6,673	7,618	18,388	11,185	4,148	—	50	....
Apl. 30, 1873	92.0	3.0	5.0	—	9	5	3	253	Logans., Crawfordsv. & S. Wtn...Indiana.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	—	117.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	24.5	—	3.6	—	—	—	—	—	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,294	442,340	150,800	.....	—	—	(Leased	by Gt. W	estern Co.)		20,000	—	100	....
Sept. 30, 1872	94.0	64.0	15.9	—	22	43	9	237	Long Island.....New York.	5,016,402	*	.....	.....	8,000,000	1,500,000	125,000	.....	158.0	.....	.....	.....	865,192	277,197	4	100	....
Dec. 31, 1872	51.0	50.0	8.6	—	—	—	—	—	Louisiana and Missouri River.....Mo.	5,902,440	—	.....	2,623,694	4,226,133	4,300,000	.....	—	—	(Leas	by Chicago	and Alton	R. R. Co.)		—	100	....
Jun. 30, 1872	93.5	81.4	23.1	—	39	27	12	351	Louisville, Cincinnati and Lexington.Ky.	7,684,998	*	1,234,707	270,336	2,474,483	4,101,000	2,614,058	—	174.9	.....	442,233	244,446	1,038,273	235,799	—	100	....
Jun. 30, 1872	185.0	420.4	58.8	—	118	55	33	1,137	Louisville and Nashville.....Ky.	17,260,284	*	9,066,840	.....	8,980,703	12,244,000	3,328,909	1,773,413	920.5	2,192,922	.....	.....	3,200,068	1,213,193	7	100	....
Dec. 31, 1872	288.0	—	17.0	—	36	15	10	454	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	288.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	12.4	—	2.4	—	—	—	—	—	Lowell and Lawrence... .Massachusetts.	363,158	—	.....	11,108	200,000	54,700	119,566	—	—	(Leased	by Boston	and Lowe	ll.)		6	100	....
Dec. 31, 1872	29.0	—	1.6	86.0	2	1	—	2	Louisville New Albany & St.L.Ind.& Ill.	1,057,495	*	115,500	64,911	1,168,153	—	68 632	703	29.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	20.0	—	9.9	—	—	—	—	—	Lykens Valley (Summit Branch)...Penn.	600,000	—	.....	.....	600,000	—	.....	—	—	(Leased	by Summi	t Br. Co.)	62,500	62,500	10	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,506,170	—	.....	.....	1,631,900	770,000	104,270	—	78.0	(Operat	ed by Geo	.R.R.Co.)	120,758	7,491	—	100	....
Dec. 31, 1872	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.. .....Georgia.	7,250,000	*	.....	.....	3,500,000	3,750,000	.....	—	197.5	.....	.....	.....	300,000	120,000	—	100	....
Sept. 30, 1872	102.5	—	12.8	—	19	13	6	240	Macon and Western (Central)....Georgia.	2,500,000	*	.....	.....	2,500,000	150,000	.....	—	199.0	.....	.....	.....	706,647	255,531	10	100	....
Dec. 31, 1872	129.0	228.0	22.0	—	55	58	34	1,090	Maine Central¶ .....Maine.	11,910,549	*	324,288	491,189	4,416,720	6,797,301	820,815	691,190	357.0	1,186,883	672,215	359,286	6,928,807	599,825	—	100	55
Mar. 31, 1873	26.0	—	3.1	—	—	—	—	—	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	52,902	825,000	175,000	35,920	89,106	26.0	75,178	158,945	79,434	177,083	100,505	10	100	135
Sept. 30, 1872	21.0	—	2.3	—	—	—	—	—	Mansfield and Framingham.....Mass.	766,031	—	4,527	8,983	300,000	470,000	9,542	—	—	(Leased	to B.C.&F	.R.R. Co.)	39,903	37,791	—	100	....
Dec. 31, 1872	197.8	86.0	45.2	—	79	27	16	1,106	Marietta and Cincinnati.....Ohio.	22,033,380	*	1,058,828	3,323,372	14,004,187	9,304,447	3,106,947	—	283.8	2,411,100	457,868	667,267	2,029,165	410,452	—	100	....
Jun. 30, 1873	100.0	2.0	4.6	—	6	8	2	112	Marietta and Pittsburg.....Ohio.	3,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	80.0	(Recentl	y complet	ed.)			—	100	....
Dec. 31, 1872	54.0	—	0.5	—	4	2	1	15	Maryland and Delaware ....Md. and Del.	1,500,000	—	.....	.....	500,000	400,000	.....	—	54.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	36.0	2.0	2.0	—	—	—	—	—	Massawippi Valley .....Canada.	800,000	*	.....	.....	400,000	2,000,000	.....	—	41.0	(Leased	by Conn.	and Pass.	Riv.RR.)	48,000	6	100	....
Jun. 30, 1873	12.5	—	4.0	—	—	—	—	—	Massillon and Cleveland.....Ohio.	315,729	—	.....	.....	194,755	700,000	.....	.....	—	(Leased	by Clev.M	t. Ver.& D	el. Co.)	20,000	—	100	....
Jun. 30, 1872	271.0	19.0	26.2	—	48	34	10	741	Memphis and Charles.Tenn., Miss. & Ala.	8,770,952	*	411,861	764,271	5,312,725	4,017,142	531,816	—	327.0	991,695	132,595	.....	1,404,116	453,724	—	100	....
Jun. 30, 1872	82.6	—	3.6	—	11	4	—	109	Memphis, Clarksv. and Louisv. ...Tenn.	4,599,744	*	.....	.....	.....	2,700,000	.....	—	82.6	435,019	82,664	.....	505,359	8,519	—	100	....
Dec. 31, 1872	131.0	—	7.2	—	20	13	2	170	Memphis and Little Rock¶.....Arkansas.	5,113,222	498,289	.....	.....	4,000,000	3,338,000	.....	—	131.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	130.3	—	11.9	—	16	5	—	123	Memphis and Ohio .....Tennessee.	4,500,000	*	.....	.....	1,074,289	3,500,000	.....	—	130.3	548,101	209,696	.....	938,524	240,712	—	100	....
Dec. 31, 1872	5.0	—	—	17.0	—	—	—	—	Mercer and Somerset .....New Jersey.	325,000	—	.....	.....	.....	.....	.....	—	—	(Leased	by Belv.D	el. R. R. C	o.)		—	100	....
Mar. 31, 1873	27.0	—	2.7	30.0	2	4	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*	.....	.....	595,587	374,500	300,000	—	27.0	52,885	46,442	32,108	91,727	28,719	—	100	....
May 31, 1873	285.0	103.0	259.0	—	210	118	45	4,117	Michigan Central.....Mich., Ind. & Ill.	24,536,881	*	5,976,001	803,725	18,738,204	11,635,000	216,437	724,966	788.0	3,992,871	852,353	1,416,792	5,876,312	2,000,069	9	100	77
Jun. 30, 1872	67.0	—	3.3	—	5	4	2	12	Michigan Lake Shore.....Michigan.	1,340,125	*	2,299	67,900	450,000	880,000	80,324	—	67.0	519,185	112,122	55,314	100,427	12,074	—	100	....
Sept. 30, 1872	8.5	—	1.1	—	1	2	1	35	Middleboro' and Taunton.....Mass.	135,021	40,084	.....	3,604	148,175	—	5,008	25,525	8.5	21,442	42,826	31,716	36,236	6,883	4	100	....
Sept. 30, 1872	5.8	—	4.7	—	1	—	—	2	Middleburg and Schoharie....New York.	102,600	*	.....	.....	85,800	15,000	400	—	5.8	15,500	25,000	5,000	11,450	4,595	14	100	....
Sept. 30, 1872	10.2	—	1 0	—	—	—	—	—	Middletown and Crawford....New York.	191,982	—	.....	.....	124,407	68,500	.....	—	—	(Leased	by N.Y.&	Oswego M	idland C	o.)	—	100	....
Sept. 30, 1872	13.0	—	0.2	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	350,476	—	.....	.....	122,630	225,000	30,891	—	—	(Leased	by N.Y.&	Oswego M	idland C	o.)	—	100	....
Dec. 31, 1872	86.0	23.0	4.5	—	23	7	7	295	Midland, of Canada.....Canada.	2,920,506	301,890	114,159	11,334	1,546,094	1,630,333	171,461	—	109.0	.....	85,237	197,064	304,273	130,081	—	100	....
Dec. 31, 1872	84.0	—	5.0	—	8	6	5	160	Midland Pacific .....Nebraska.	3,300,000	*	.....	.....	2,100,000	1,600,000	.....	—	84.0	.....	(Informa	tion refuse	d.)		—	100	....
Oct. 31, 1872	12.5	—	4.9	—	—	—	—	—	Mifflin and Centre County.....Penn.	264,244	—	.....	.....	65,650	118,500	16,743	—	—	(Leased	by Penns	ylvania R.	R. Co.)		—	50	....
Dec. 31, 1872	731.0	579.0	126.0	—	182	103	56	3,351	Milwaukee and St. Paul .....Wisconsin.	47,375,529	*	2,094,382	1,440,249	24,224,331	23,986,023	1,241,344	1,458,461	1,500.0	4,213,612	.....	.....	6,957,771	2,262,155	—	100	266
Dec. 31, 1872	83.0	16.0	4.0	27.0	8	8	3	163	Milwaukee and Northern.....Wisconsin.	.....	—	.....	.....	.....	1,625,000	.....	—	83.0	64,784	40,928	23,141	.....	.....	—	100	....
Dec. 31, 1872	37.5	15.3	85.0	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,969,100	—	.....	.....	3,969,100	—	.....	—	—	(Leased	by Phila.&	Reading R	. R. Co.)	294,271	7½	50	99
Dec. 31, 1872	33.0	18.0	3.0	—	5	2	2	47	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	—	51.0	.....	17,026	60,922	115,043	.....	—	100	....
Dec. 31, 1872	38.5	—	....	—	....	....	....	....	Minnesota and North Western.....Minn.	1,540,000	*	.....	.....	20,000p.m	20,000p.m	.....	—	38.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	237.0	.....	32.3	110.0	51	28	13	757	Mississippi Central.....Miss. & Tenn.	10,465,241	1,822,887	264,188	.....	3,935,535	4,628,980	3,787,030	—	237.0	(Leased	by South.	R.R. asso.)	1,425,984	646,833	—	100	....
Sept. 30, 1872	100.0	—	6.2	—	12	12	4	160	Mississippi and Tennessee..Miss. & Tenn.	3,417,202	*	113,078	266,903	825,407	2,286,047	163,085	—	100.0	266,171	.....	.....	522,645	254,493	—	100	....
June 1, 1873	40.0	—	5.0	113.0	4	5	4	158	Mississippi Valley and Western..Mo.& Ia.	1,600,000	*	.....	.....	800,000	800,000	.....	—	40.0	8,800	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	86.0	—	4.3	214.0	6	2	3	145	Missouri, Iowa and Nebraska..Mo. & Ia.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	—	86.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1872	642.9	—	33.0	200.0	50	35	22	951	Missouri, Kansas and Texas..Mo. & Kan.	33,820,216	1,588,224	1,029,381	3,096,189	16,915,000	16,596,000	4,775,442	1,217,568	586.0	1,295,491	152,148	248,222	2,817,568	940,661	—	100	....
Dec. 31, 1872	160.0	—	16.1	120.0	21	12	5	630	Missouri River, Ft. Scott & Gulf.Kansas.	12,894,000	*	1,889,467	.....	5,947,000	6,947,000	.....	—	160.0	605,177	116,062	.....	661,911	256,729	—	100	....
Dec. 31, 1872	60.0	—	2.1	210.0	2	2	1	12	Mobile and Alabama Grand Trunk¶..Ala.	1,214,504	*	.....	4,576	300,000	396,774	522,306	—	25.0	.....	9,098	.....	13,087	2,840	—	100	....
Apl. 30, 1872	84.0	—	6.5	144.0	8	4	2	66	*Mobile and Girard*¶.....Alabama.	1,714,866	*	294,871	90,170	1,278,378	711,000	110,429	—	84.0	.....	38,414	.....	169,374	33,346	—	100	....
May 31, 1872	164.0	14.8	6.2	—	31	13	9	308	Mobile and Montgomery.....Alabama.	5,421,415	624,590	135,002	219,337	2,034,800	2,688,400	768,946	—	178.8	.....	.....	.....	667,539	150,124	—	100	....
Dec. 31, 1872	472.0	45.6	49.8	20.0	124	41	15	117	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,599,235	*	641,254	1,223,280	4,466,476	10,539,144	2,607,278	1,550,871	517.6	1,621,661	398,884	374,531	2,952,507	1,022,288	—	100	....
Sept. 30, 1872	16.0	—	0.4	—	2	1	1	4	Monadnock.....Mass. & N. Hamp.	359,981	24,120	14,231	.....	197,057	29,500	173,775	—	16.0	.....	.....	.....	28,826	1,683	—	100	....
Mar. 31, 1873	20.0	—	4.0	20.0	6	6	2	40	Montclair .....New Jersey.	3,871,234	*	.....	.....	697,175	2,688,400	701,159	—	—	(Leased	to N. Y. &	Oswego M	idland R	. R. Co.)	—	100	....
Sept. 30, 1872	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,931	*	.....	.....	150,065	177,000	.....	—	—	(Leased	by Erie R	ailway Co	.)		4	100	....
Oct. 31, 1872	80.0	—	4.0	—	5	5	2	54	Montgomery and Eufaula¶.....Alabama.	3,155,692	*	.....	290,284	1,149,350	1,810,000	416,527	70,099	80.0	.....	.....	.....	174,041	34,504	—	100	....
Sept. 30, 1872	23.8	—	2.4	—	—	—	—	—	Monticello and Port Jervis....New York.	1,069,093	—	.....	.....	418,995	650,000	60,836	—	23.8	22,424	25,431	21,104	40,534	19,058	—	100	....
Dec. 31, 1872	84.0	34.0	144.0	—	—	—	—	—	Morris and Essex .....New Jersey.	27,888,477	—	.....	.....	14,008,100	13,027,000	.....	—	118.0	(Leased	by Del.La.	& Wtn.)	2,508,180	1,351,771	7	100	86
Sept. 30, 1872	14.5	—	4.0	—	17	21	8	422	Nashua and Lowell....N. Hamp. & Mass.	624,299	113,400	162,463	179,837	800,000	—	94,642	167,658	43.2	333,354	875,947	287,875	587,899	86,914	10	100	130
Jun. 30, 1872	151.0	22.0	11.6	—	58	23	10	719	Nashville and Chattanooga ..Tenn.& Ala.	4,751,410	*	1,439,279	425,472	2,021,573	2,886,360	1,390,951	367,278	173.0	1,262,937	156,005	491,765	1,800,758	542,493	6	100	....
Sept. 30, 1872	122.0	12.5	8.6	—	22	9	6	162	Nashville and Decatur ....Tenn. and Ala.	3,937,619	433,218	505,000	105,954	1,514,807	2,624,000	528,863	327,120	134.5	328,629	108,179	48,583	453,012	160,687	—	100	....
Jun. 30, 1872	172.5	—	8.0	—	22	3	—	239	Nashville, Memp. & St.Lou's.Tenn. & Ky.	(Sold un	der decr	ee for $2,	400,000 t	o Nash.&	Chatta.R	. R. Co.	&c.)	172.5	636,011	66,931	124,829	630,514	Loss.	—	100	....
Sept. 30, 1872	57.0	4.5	4.5	—	12	14	4	272	Naugatuck .....Connecticut.	1,817,168	223,486	.....	.....	1,877,000	101,000	30,000	266,952	61.5	249,002	329,822	193,300	574,640	228,596	10	100	....
Dec. 31, 1872	8.0	—	10.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,443,032	—	.....	.....	977,500	600,000	882,675	—	—	(Leased	by Central	R. R. of N	ew Jerse	y Co.)	7	100	....
Sept. 30, 1872	44.0	—	3.3	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,575,000	—	.....	.....	775,000	800,000	.....	—	—	(Leased	by Sand.M	ansf. & Ne	wark R.	R. Co.)	—	100	....
Sept. 30, 1872	20.1	16.6	5.2	—	9	20	11	145	New Bedford and Taunton.....Mass.	760,000	*	55,504	34,476	500,000	171,500	37,051	141,529	36.7	121,834	354,341	159,234	281,452	62,862	9	100	....
Dec. 31, 1872	82.0	38.0	13.0	—	13	14	—	173	New Brunswick and Canada....N.Brups.	2,500,000	*	.....	.....	.....	973,000	.....	—	120.0	.....	36,274	.....	193,995	.....	—	100	....
Sept. 30, 1872	8.3	—	0.4	—	2	1	—	—	New Canaan .....Conn.	230,747	26,343	—	.....	164,050	86,972	3,847	—	8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Oct. 31, 1872	14.9	—	3.2	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	799,412	—	.....	.....	605,000	88,300	.....	—	14.9	164,980	165,266	628,352	339,471	223,910	10	50	....
Sept. 30, 1872	13.0	—	1.2	—	3	3	2	27	New Haven and Derby.....Conn.	1,055,700	74,760	.....	.....	455,000	525,000	75,000	—	13.0	41,947	125,957	11,116	66,415	9,375	—	100	....
Sept. 30, 1872	22.0	—	0.3	30.0	2	2	1	22	N. Hav., Middlet'n & Willimantic .Conn.	5,402,467	59,492	.....	.....	677,500	2,770,000	1,459,967	—	22.0	55,932	68,540	13,021	25,556	25,556	—	100	....
Sept. 30, 1872	83.9	15.1	18.0	—	20	17	7	479	New Haven and Northamp.Conn. & Mass.	2,552,368	874,689	.....	.....	2,100,000	1,750,000	221,116	187,263	114.3	428,938	345,629	280,436	657,238	95,739	3	100	....
Dec. 31, 1872	33.9	—	33.9	—	....	....	....	....	New Jersey (U. Co's).....New Jersey.	9,458,328	*	.....	.....	7,295,200	850,000	.....	—	—	(Include	d in Unite	d Compan	ies retur	ns.)	10	100	115
Mar. 31, 1873	74.0	—	6.8	—	8	16	—	59	New Jersey Midland.....New Jersey.	5,795,859	*	.....	.....	1,500,000	4,500,000	.....	—	—	(Leased	by N.Y.&	Oswego M	idland R	. R. Co.)	7	100	....
Dec. 31, 1872	70.5	45.3	12.0	—	22	62	7	350	New Jersey Southern.....New Jersey.	.....	—	.....	.....	5,000,000	7,000,000	.....	.....	175 3	179,348	85,388	101,344	615,859	106 039	—	100	16
Sept. 30, 1872	100.0	—	10.3	—	20	15	9	329	New London Northern..Conn. and Mass.	1,583,931	*	.....	.....	1,418,800	376,500	45,000	—	115.1	399,980	342,422	199,706	640,183	172,764	10	100	....
Dec. 31, 1872	206.0	—	31.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North.¶L. & M.	13,107,129	*	.....	1,008,206	4,704,846	4,500,000	1,282,790	3,327,699	206.0	.....	.....	.....	1,754,489	850,845	—	100	....
Dec. 31, 1872	200.0	—	10.0	535.0	.....	.....	.....	.....	N. O., Mobile and Texas. Ala.M.La.&Ky.	(Bankru	pt; no re	turns ac	cessible.)	80,428,300	16,496,020	1,167	—	50.7	11,988,057	7,130,922	4,393,965	25,580,676	9,134,246	8	100	86
Sept. 30, 1872	441.7	298.4	772.3	—	455	391	158	10983	N. York Central and Hudson River.N.Y.	63,772,031	*	.....	.....	9,000,000	4,864,024	441,875	—	165.9	883,725	1,640,875	377,537	2,856,525	1,137,141	8	100	110
Sept. 30, 1872	130.3	4.1	45.5	—	41	79	38	710	New York and Harlem.. ...New York.	13,840,447	1,489,010	1,445,230	.....													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	563,000	92,692	—	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	—	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	—	—	—	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford.N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,841	1,377,592	190.2	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	114½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Ri'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	55,380	102.0	293,721	82,719	.....	395,463	159,606	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No a	ccounts o	btainabl	e.)					72.0	(No accou	nts.)		.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	—	67.7	617,092	889,571	880,119	1,336,938	592,322	5a	50	94
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,663	—	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	49
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	100
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	—	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,004	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	—	559.0		(No sta	tement pu	blished.)		—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	781,947	66.4	410,089	372,841	346,267	771,602	293,328	10	100	118
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	—	145.0	.....	194,167	242,210	828,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	—	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	50
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	—	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,080,000	10,111,850	328,902	—	393.0	2,852,763	404,785	708,799	3,343,845	984,008	—	100	24½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	—	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	30
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	107
Dec. 31, 1872	9.9	2.0	3.1	—	...	38	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	—	11.9	—	2,984,817	—	208,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	—	292.6	713,252	196,894	161,434	988,371	408,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000	—	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27	—	—	(Leased	by Rome,	Watertow	n & Ogd.	R.R.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	—	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	—	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	21
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	405,812	—	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	—	.....	—	11.5	(Under	constructi	on: no ret	urns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	88½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	—	109.0		(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	—	—	630,000	—	—	—	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	—	—	250,000	500,000	—	—	—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	100,000	—	—	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....	—	—	(Leased	byTol.Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	.....	.....	500,000	375,000	.....	—	—	(Leased	by N. Jer.	Sth'nR.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	—	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	85½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000	—	47.0	.....	3,486	1,376,772	23,033	—	20	50	240
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware.Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....	—	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York.N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	—	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	by Chic.R	. I. & Pac	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	—	.....	1,239,700	2,000,000	.. ..	—	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N.Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	—	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent.Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	—	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983	—	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	33½
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	.....	—	23.6	(Leased	by Phila.	&Read'g.)	287,516	271,179	12	50	166
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	160
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	112
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore.Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,331	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	102
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	—	225,000	100,000	17,132	—	7.0	.....	9,800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	—	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	—	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	83
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	.....	—	14.0		(In opera	tion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	—	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	—	—	450,000	—	—	—	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific.Ind. & Ill.	.....	—	.....	.....	719,390	450,000	.....	—	—	(Leased	by Pennsy	lvania Co.	.)		—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	—	—		(Earnings	used in co	nstructio	n.)	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	—	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	—	.....	—	—		(Leased b	y Eastern	R.R. Co.)		10	100	121½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)	—	25	....
May 31, 1873	—	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway.N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	—	—		(Leased b	y Eastern	R.R. Co.)		6	100	90
Sept.30, 1872	—	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	—	41.8	53,514	70,018	10,40	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	[507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	—	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	95
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	826,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No retur	ns obtain	ed.)	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,566	—	—	—	—	(Leased	by Erie R	ailway Co	.)	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No info	rmation.)	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central	Verm'nt.)	434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	...	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	—	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	60
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,824,100	3,477,000	.....	.....	—	(Leased	by Chicag	o & Alton	R.R.Co.)	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern.Mo & Ia.	28,134,445	*	2,369,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	—	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	—	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.5	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very s	mall.)	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	*	—	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	*	568,362	—	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors	: no retu	rns.)	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	...	...	...	...	South and North Alabama.....Ala.	7,481,761	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota.....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,480,000	140,000	.....	—	(Not in o	peration a	t date.)		.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York.N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,461	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,816,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western.O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	39½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific*....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,588	.....	8,862,605	4,092,082	—	100	17½
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey.N. Jer.	22,450,328	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	112
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern.....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	8	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,181	.....	.....	2,908,600	—	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada.....Vermont.	3,000,000	—	.....	.....	3,000,000	—	.....	.....	—	(Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	60
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	.....	[2 yrs.	8,497,442	495,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24,299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140.6	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,929,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,912	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co	.)	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,740	215,858	7	100	85
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio.....Virginia.	1,435,176	128,577	128,778	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned b	y State	of Georgi	a & leas	ed to a co	mpany fo	r $300,00	0 a year.)	138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	—	—	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsy	lvania R.	R. Co.)	.....	—	50	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,166	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	16½
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	—	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	53	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,646	226,495	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	685,871	280,833	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central.....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.5	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954	368,042	587,359	195,458	12	100	124½
									CANALS, &c.																	
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,718	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	23	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,850	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	3	50	27
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	165
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	—	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,900	*	.....	.....	8,784,850	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	52	47½
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	59	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,169	1	50	10
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	—	.....	2,002,706	2,757,310	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	—	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	—	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)		.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Rate.	Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	12½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	103
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	79½
Camden and Amboy,* guaranteed..	5,847,800	10	10	112
Camden and Atlantic, preferred.....	763,549	7	3½	....
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	89
Central Ohio,* preferred	411,550	6	6	68
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	69¾
Chicago and Alton, † preferred.....	2,425,400	...	10	92
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	82½
Chicago and North-Western, pref...	21,289,563	7	7	58¾
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	75
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	....
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	63½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	25½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Mtn, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref...	8,101,650	6	...	....
" " 2d pref.....	4,436,250	6	...	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	49
Mine Hill,* guaranteed.....	3,856,450	8	8	99
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	86
Nesquehoning Valley,* guar.....	2,000,000	10	10	....
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	112
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	110
" " *com.& guar.	8,500,000	8	8	110
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	118
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	50
" " pf.& *guar.	2,000,000	8	8	88
Ohio and Mississippi, preferred.....	4,030,000	7	7	56
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	88½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	—	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	166
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	112
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	83
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121½
Rochester & Genesee Valley,* guar.	557,500	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	41½
St.Louis,Alton & Terre Haute,*guar.	2,468,400	7	....	25
St.Louis,Jacksonv.& Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	22½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Potteville,* guar.....	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	55
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	—
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,690,000	4	4	48
Schuylkill Navigation, preferred....	2,808,977	6	6	21

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¼; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	43 — @ 45 —
Gartsherrie.....	— — @ 43 —
Glengarnock.....	38 — @ 39 —
Eglinton.....	38 — @ — —
Pig, American, No. 1.....	35 — @ 37 —
Pig, American, No. 2.....	30 — @ 31 —
Pig, American, Forge.....	25 — @ 27 —
Bar, Refined, English and American.....	— — @ — —
Bar, Swedes, assorted sizes.....(gold).	— — @137 50
—Store Prices.—	
Bar, Swedes, 1½ x ⅜ & ¼ 1½x ⅜ to ¼& ⅜ sq. 1⅜ to 6x⅜ to ⅜ & ¼ to 2 sq. 6 to 12 x ⅜ & ¼.....	— — @175 —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in.....	— — @ 80 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in.....	— — @ 85 —
Bar Refined, 1 & 1½ by ¼ & 5-16.....	— — @ 87 50
Large Rounds, 2½@2¾ to 3¾ @4 in.....	90 — @105 —
Scroll.....	100 — @132 50
Ovals and Half-round.....	107 50 @127 50
Band, 1 to 6 in. by 3-16 to No. 12.....	100 — @102 50
Horse Shoe.....	115 — @ — —
Rods, ½@1-16 inch.....	92 — @132 50
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14...	117 50 @157 50
Nail Rod.....per lb.	— 8¾@ — —
Sheet Russia, as to assortment.....(gold)	— 17¾@ — 18½
Sheet, Single, D. and T. Common.....	— 5½@ — 6¾
Sheet, Doubles and Trebles, Charcoal....	— 6¾@ — 8
Sheet Galvanized.....	List 10 per ct. disc,
Rails, English.....(gold).....per ton.	63 — @ 65 —
Rails, American, at Works in Penna..c'y.	70 — @ 75 —
Anvils (Eagle).....per lb. currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17½@ — 22
English Spring (2d and 1st quality).....	— 9½@ — 10½
English Blister (2d and 1st quality).....	— 14 @ — 18½
English Machinery	— - @ — 14½
English German (2d and 1st quality).....	— 12½@ — 14½
American Blister.....	— — @ — 11½
American, Cast, Tool.....	— — @ — 17
American, Cast Spring.....	— — @ — 11
American Machinery.....	— 11½@ — 12
American German Spring.....	— 9 @ — —

NAILS—Duty: Cut, 1¼; Wrought, 2¼. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	4 50 @ 4 75
8d. and 9d. "	4 75 @ 5 —
6d. and 7d. "	5 — @ 5 25
4d. and 5d. "	5 25 @ 5 50
3d. "	6 — @ 7 —
2d. and 3d. Fine.....	8 50 @ 8 75
Cut Spikes, all sizes.....	4 75 @ 5 —

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	— 33 @ — 33½
Straits.....(gold).	— 28 @ — 28½
English .....(gold).	— 26¾@ — 27

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	9 50 @10 —	10 50 @ 11 25
I. C. Coke.....	7 50 @ 8 —	8 50 @ 9 —
Coke Terne.....	7 — @ 7 75	8 — @ 8 75
Charcoal Terne.....	9 50 @ 9 75	10 50 @ 11 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— — @ — 5
Crude 40@47 gravity (in shipping order)..	— — @ — 10
Refined, Standard White (in ship'g order).	— 13½@ — 14
Refined, S. W. (in jobbing lots).....	— 14 @ — 14½
Refined, S W. (in tin).....	— 19 @ — 23
Naptha, Refined (65@73 gravity).....	— 9 @ — 9½
Residuum....(in shipping order).per gall.	— 8 @ — 8½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 38
Copper, Bolts.....	— — @— 40
Copper, Braziers' (over 16 oz.)	— — @— 40
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots.....	— — @— 21
Copper, American Ingot.....	— 22 @— 22½
Copper, English Pig.....	— — @— —
Yellow Metal, New Sheathing & Bronze...	— — @— 25
Yellow Metal, Bolts.....	— — @— 32
Yellow Metal, Nails, Sheathing & Slating ..	— — @— 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2¾ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	— — @— 7
German Ordinary.....(gold)	— — @— 7
English .....(gold)	— — @— 7
Bar.....	— — @ 9 25
Pipe.....	— — @10 50
Sheet.....	— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.	
Tatham's improved Tin-Lined Lead Pipe.....16½c.	

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	— — @— 14
Liverpool House Cannel	— — @— 20
Anthracite (by cargo) ... per ton of 2000 lb.	5 50 @ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston, Hart. & Erie.....	....	1¼	....	1¼	....	1
Canton Co.....	....	....	55	....	....	....
Central Pacific 6s.....	83	80½	80	82	83	85
Central of N. Jersey....	86	86	85½	86	87	89
Chicago & Alton.....	....	....	....	....	90	92
" pref.....	90½	....	....	....	92	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	90½	....	90½	....	....	....
Chicago, Burl. & Q.....	82	80	80	....	85	86
" 8s, 1883	....	....	....	105	....	....
Chic. & Northwestern .	35½	34½	34¾	36	37½	37¾
" pref.....	54¾	53½	53¾	55½	57	58¾
" 1st M.....	....	90	90	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	79	....	....	....	....	....
Chic., Rock Isl. & Pac..	86	84½	86½	87½	85⅞	87
Chi., R. I. & Pa. 7s,1896.	97½	96½	....	97½	98	....
Clev., Col., C. and Ind.....	68	....	65	....	....	67
Clev.& Pittsburg guar..	73	73½	....	72¾	74½	75
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	81	....	....	....	....	83
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	17½	15¾	17	17¾	19	18⅞
" 1 M.....	74	73	73	73	74	74½
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..	101	101½	103½	104	104¾	105
Del. Lack. & Western..	82½	82	82	83½	86½	88¾
" 1 M. 7s.....	....	....	....	....	100	....
" 2 M 7s.....	....	....	....	....	98	....
Erie Railway.....	39¾	36	38	38½	37½	42
" pref.....	62	56¾	....	60	....	63½
" 1 M.7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	91¾	....	....	....	93
" 4 M. 7s, 1880.....	....	....	....	....	....	90
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.	74	72½	....	....	73	....
Hannibal & St. Joseph.	16½	15¾	16	....	18	19
" pref.....	21	....	....	....	....	25½
" 8s, conv.....	....	65	....	65	....	67¾
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	99	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich.S'th.	62¾	61	61½	62¾	64½	66½
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	67	67	66½	....	....	77
" S.F. 8s,1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	96	....	....	....	98	....
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul.....	23¾	22½	22¾	23½	25½	26½
" pref.....	44¾	43¾	44½	46½	46½	49
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	100	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	75	....	....
Missouri 6s.....	84	85½	....	85½	86½	86
" H. & St. J. 1s.....	....	80	80½	....	82½	....
Morris and Essex.....	84	84	84	84	....	86
" 1st mort....	99	99	....	99½	99½	99½
" 2d mort....	95	....	95	....	....	95½
N. Y. Cen. & Hud. Riv.	80½	78½	79½	80½	82½	86½
" 7s, S.F.1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	....	....	85	....
" 6s, S.F. 1887	86	86	....	....	....	85¾
N. York and Harlem...	103	103	103	103	108½	110
" pref.....	....	....	....	....	....	....
" 1 M.7s, 1873.....	....	....	....	....	....	....
N.York.N. Hav.& Hart.	116¾	116	115½	114½	112½	114½
N. Carolina 6s. old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	22¾	21¾	22¾	22¾	23¾	24½
" pref.....	....	....	....	....	56	....
" 2d M.....	....	....	....	....	68	....
Pacific Mail S. S. Co....	24½	26½	28	28½	29¾	30¾
Panama	80	80	81	81½	....	88½
Pitts., Ft. W. & Chi. gtd.....		80	82	82	....	83
" 1 M.....100		100½	100	....	....	....
" 2 M.....		97½	....	....	....	97½
" 3 M.....		....	....	....	....	....
Quicksilver Mining Co.....		....	....	....	....	....
St. L., Alton & T. H.....		....	....	....	....	....
" pref.....		....	....	....	....	....
" 1 M.....		....	....	....	90	....
" 2 M. pref.....		....	....	....	80	....
" Income bds.....		....	....	70	....	....
Tennessee 6s, old.....	63	....	....	63	....	....
" new.....	62	....	....	62½	....	64¾
Tol., Wab. & Western..	36¾	35	36½	36½	38½	39½
" pref.....		55	....	....	....	....
" 1 M.....		90	90	....	....	....
" 2 M.....		....	....	....	....	80
" Equipment.....		....	....	....	....	....
" St. Lou. Div.....		....	76	77	77½	....
Union Pacific.....	16½	15½	16½	16½	17	17½
" 1st mort...	64¾	66½	67	69½	71½	74
" L. Gt. 7s....	57½	57½	57½	58¾	62	64½
" Inc. 10s....	41½	41½	....	41	43½	45
Virginia 6s, old.....		....	....	....	....	....
" new.....		....	....	....	....	....
" consol.....	45	....	....	....	....	....
" def. cert.....		....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	106½	105¾	....	....	....	....
U. S. 5s, 10-40s, coup	....	105½	105½	107	105¼	105½
U. S. 5s, 1881, reg	....	106	....	....	....	....
U. S. 5s, 1881, coup	106¾	....	....	106¾	106½	....
U. S. 6s, 1881, reg	111	111	110¾	111	....	111¼
U. S. 6s, 1881, coup	113½	112¼	112½	....	112½	113
U. S. 6s, 5-20s. reg. '62	....	105½	....	105½	106½	106¼
U. S. 6s, 5-20s, c. 1862	....	....	....	106	105¼	....
U. S. 6s, 5-20s, reg. '64	....	106	106¾	....	....	107
U. S. 6s, 5-20s, c. 1864	106½	106¾	107	107¼	107½	107
U. S. 6s, 5-20s, reg. '65	....	107¼	107	107	....	....
U. S. 6s, 5-20s, c. 1865	108	107¾	....	107¾	107½	107¾
U. S. 6s, 5-20s, r. n. '65	....	109	110⅜	....	109⅞	110
U. S. 6s, 5-20s, c. n '65	109¼	110	110¼	110⅜	109½	110
U. S. 6s, 5-20s, reg. '67	111	110	....	110	110½	110½
U. S. 6s, 5-20s, c. 1867	111½	110⅞	111¼	111¼	111½	111
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110	111	111¼	111¼	110⅞	111
U. S. 6s, Pac.RR.issue	108⅞	108½	109½	109¼	109½	109½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	W.5.	Th.6.	F.7.	Sat..8.	M.10	Tu.11
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	94	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	93	93½	....	....	92	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	21¼	22¾	23	23½	23¾	23¾
.. 6s, 1884	....	81¾	....	....	....	....
.. Gold L.	....	....	....	....	82	....
.. R. R. L.	....	....	....	....	....	....
.. Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	53¾	53½	53¾	54	54	55
.. 6s new coup	94	....	95	....	....	93
.. 6s new reg	....	....	....	....	....	96
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	48½	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1885	98	98	....	....	....	98
.. 7s	....	....	96	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	....	12	....	13	14	15
.. 7s	....	....	....	....	....	....
Pennsylvania R. R.	41¼	42½	42½	41½x	42	42¾
.. 1st M.	98	98	....	....	97½	98
.. 2d M.	....	95	....	....	95	....
.. Gen. mort	....	....	....	....	....	....
.. .. reg	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	104¾	....	104½	104½	....
.. 6s, 3d series	....	....	....	....	107½	....
Philadelphia City, 6s	....	96	....	95½	....	....
.. new	101¼	101¼	101	101¼	101¼	101¼
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	50	49¾	49½	49¾	50	49¾
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	....	83½	....
Phila., Wilm. & Balt.	....	....	51	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	10	....	....	....	10½
.. 6s, 1882	....	....	....	69	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	113	112½	112½	112	112	112
Hestonville, (Horse)	....	....	....	....	16½	....
Chestnut & Wal.	54	....	....	....	54	52
Green & Coates	....	....	....	....	....	....
2d and 3d streets	55	55	55	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	93¾	93¾	93¼	....	93
.. 1886	96	....	....	....	....	....
.. 1890	94¾	94¾	94¾	94½	94¼	94
.. 1884	....	94	....	....	....	....
.. 1900	....	94½	....	....	....	....
Balt and Ohio	....	....	....	....	145	145
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	92	....	....	....
Marietta & Cin. 1st M.	96	96	96	....	95	96½
.. 2d M.	....	....	80¾	....	79	80
.. 3d M. 8s	....	....	66	....	....	....
Northern Central	24½	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	83	83	....	....	83
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	46½	....	....	....	47¾	47¾
.. Defer. Certif.	....	....	....	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany	131	129	129¾	129½	130	136
Boston and Lowell	....	99	....	96	....	97
Boston and Maine	105½	105½	105½	105	105	106
Boston and Providence	....	141	....	142	142½	....
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s	20¼	20½	20¾	21¾	....	25½
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	81½	80	79¾	....	....	89
Concord	....	....	....	....	....	....
Connecticut River	....	124	....	....	123	....
Eastern	....	....	85	85	90½	92½
Fitchburg	....	....	118	117	....	120
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	66	67	66½	68½	71	77
Northern, N. H	....	99	....	....	100	....
Ogdens. & Lake Champ	50	50	....	50	....	....
.. pref	....	....	....	....	....	....
Old Colony	107½	107	....	106¾	....	107
Ph., Wil. & Baltimore	50½	50¾	50¾	50	50¾	....
Portl'd, Saco & Ports	122	....	....	121½	....	....
Union Pacific	17	....	16½	16	....	16¾
" 6s	....	65	....	69	70	....
" Land Grant 7s	....	....	....	58	....	....
" Income 10s	....	40	....	40½	40½	43½
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	49	49	....	....	49	49
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	17	....	....
Franklin	3	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	27	26½	....	28	30	32

London Stock Exchange.

	—Closing Prices.— Oct. 24.	Oct. 17.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	73 — 75
Do. 2d mort., $1,000	59 — 61	60 — 62
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	34 — 46
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	87 — 89	86 — 88
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	39¼— 39¾	39½— 40
Do. 6 per cent Convertible Bonds	95 — 97	— — —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	92 — 94	92 — 94
Illinois Central $100 shares all paid	81 — 83	81 — 83
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds.	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	80 — 90	80 — 90
Panama 2d mort	76½— 77½	76 — 77
Panama General mort	97 — 99	97 — 99
Pennsylvania, 2d mort	96 — 97	97 — 99
Do. General mort	97 — 98	98 — 98
Do. $50 shares	39½— 40½	41½— 42½
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, November 15, 1873.

Stock Exchange and Money Market.

Money has been accumulating at the banks and in the hands of private lenders since our last, and the loan and discount market has been working much more satisfactorily for responsible borrowers, especially in the line of temporary loans, which, toward the close, were quoted down to 5@7 per cent, and, in exceptional instances, even lower—as low, in fact, as 3@4 per cent. In the way of discounts there was more activity, the demand for commercial paper having been more liberal and rates having been quoted at from 8@15 per cent per annum on the very choicest to very good grades; few names, however, passing at less then 10@12 per cent per annum. The banks have made encouraging headway in strengthening their reserves, and towards the close held about 24 millions of legal tender notes, as against about 6 millions as the lowest of recent figures. An informal report, made up on Saturday, showed that the deposit line of the banks then stood at about 151 millions, as against 208¼ millions on September 12, indicating a liquidation in eight weeks of over 57 millions. It was also said that the specie reserve was about 20 millions, and the circulation about 28¾ millions. It seems doubtful when the regular weekly report of averages at the Clearing-house will be resumed. The relief certificates will not be out of the way before the New Year. The time for publishing these reports again is not important. They are extra-official, at best, as the National Banking Law only requires five reports a year. The new rules of banking presen'ed to the Clearing House Association on Tuesday, on a unanimous report from one of the ablest committees that could have been selected for the reform of the recent practices of allowing interest to Country Banks and certifying for brokers, absolutely necessitates the adoption of something like the London system in the future conduct of the speculative or time business on the Stock Exchange. The Associated Banks can no longer be used for clearing the immense transactions of the Exchange. The sales and purchases other than for cash on the same day must be settled through some other than the long-used and long-abused system of Bank certifications, involving daily clearings, at the risk of the Banks, of $40,000,000 to $60,000,000 per day. The new rules cannot be circumvented.

The U. S. Sub-Treasury, last week, enlarged its currency balance $1,542,520, and reduced its coin reserve $192,530. Its currency balance at the close of the week was $5,667,188; and its coin reserve $49,225,756.

The cash balances under the control of the Treasury Department at Washington, on Tuesday were: Currency, $3,392,614; special deposits of legal tenders for the redemption of certificates of deposit, $10,710,000; coin, $78,600,925. Coin certificates, outstanding, $28,040,580. Outstanding legal tenders, $361,837,271.

Gold has been more active and, at the close, much firmer. The speculative demand has been brisker, while the customs and export drain has been quite moderate. The recent advance in the Bank of England discount rate helped the operators for a rise. The extremes of the price have been 106⅛@107¾, closing on Wednesday at 107⅜ as against 107⅛ on Wednesday of the preceding week. The specie outflow, last week, was only $299,360. The imports of specie at this port last week, were $1,021,840 and since Jan. 1, have been $15,102,494, as against $5,329,402 same time last year.

The customs demand for Gold last week, averaged $226,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $108,788,358, against $131,530,269 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $60,814,199, against $69,406,177 during the same time in 1872. The export drain of specie since January 1, 1873, has been $44,208,880 against $64,382,019 during the same portion of 1872.

Foreign Exchange has been quoted irregular, but toward the close higher, with rather more demand noted for prime bills, which have been offered with less urgency. Bankers' sixty day bills on London closed on Wednesday at 105¾@106¼; sight bills on London, at 108¼@108½. The week's exports of Domestic Produce have been to the currency value of about 7¼ millions.

Government securities have varied more or less in sympathy with Gold, and have been moderately dealt in at the ruling figures. The offerings have been on a rather more liberal scale, owing partly to the recent severity of the Money pressure.

U. S. sixes of 1881 closed on Wednesday of this week at 112½@112⅞; U. S. Five-Twenties of 1862, 106¼@106¾; U. S. Five-Twenties of 1864 at 107¼@107¾; U.S. Five-Twenties of 1865 107½@108; U. S. Five-Twenties of 1865 consolidated 109¾@110¼; U. S. Five-Twenties of 1867, 110⅞@111½; U. S. Five-Twenties of 1868, 110¾@111⅛; U. S. Ten-forties at 105@106; U. S. Fives of 1881 (Funding Loan) 106¼@106¾; Six per cent. currency Sixes from 109¼@109⅝.

A more active movement has been noted in Railway and Miscellaneous securities, with prices generally quoted stronger toward the close.

State and Railway bonds have been in very moderate demand as a rule and prices have been weak and unsettled. Central Pacific first mortgage six per cents closed at from 83½@84.

The import entries of dry goods at New York. amount for the week ending Novembet 8, 1873, to $8,697,583, as compared with $5,022,754 same week last year. The exports of domestic produce are $7,229,773, as against $5,272,000 same time last year. The exports of Gold and Silver, $299,-360, as against $433,932 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,356,000, comparing with $1,775,000 same week last November.

General business has been fairly active, at the Produce and Cotton Exchanges, but quite tame in most other lines. Flour, Wheat, Corn, Oats, Pork, Lard, Bacon, and Cotton, closed more firmly. The export demand was active, particularly for Spring Wheat, mixed corn, shipping brands of Flour, and Lard. Groceries, Wool, and Tobacco, Petroleum, Naval Stores, Hides, Leather and East India Goods were depressed on a slow trade. The Metal Trade was very quiet. Ingot Copper has been more active at firmer prices; sales have been 400,000 lbs. at 22c.@22½c. for Lake. Scotch Pig-iron has been inactive and depressed; sales have been 50 tons Glengarnock at $39. American Pig has been quiet and nominal. Of old Rails, 150 tons were sold at $32 50. We quote nominally: Eglinton Pig at $38@$39; Glengarnock, $38 50@$40; Coltness, $43@$45; Gartsherrie, $48; No. 1 American Pig at $35@$37; No. 2 do. at $30@$32; Gray Forge, at $25@$27; English Rails, $62@$63, gold; American Rails, (nominal) at works, $70@$72 50; Old Rails, $32 50@$35; Wrought Scrap, $32@$38. Pig-Lead has been in light demand, with foreign quoted at 7c., gold, for ordinary, and domestic at 6⅜c.@6½c., gold; Bar, 9¼c.; Sheet and Pipe, 10½c. Spelter has been dull, and quoted nominal at 7½c., gold, for foreign. Pig tin has been dull and depressed, with Straits quoted at 28½c.@29c.; English at 27c.; refined do. at 28c.; Banca at 33c., gold. Of Tin Plates, 50 bxs. Coke Terne brought $7 50, gold, and 200 bxs. Charcoal Terne, at $9 50, gold. Charcoal Plates quoted at $9 75@10 25; Charcoal Terne, $9 50@$9 75; Coke, $8 @8 25; Coke Terne, $7@$8, gold, per box. Zinc nominal. At the Live Sock Markets, business was somewhat brisker, but at an easier range of values. Ocean freights, fairly active and quoted stronger.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Kansas City and Northern pref., 22¼; New Jersey Southern R. R., 6; do. 1st mort., 40; Albany and Susq. R. R., 85; do. 2d mort., 90; Rensselaer and Saratoga R. R., 95; Louisville and Nashville 7s, consol., 1898, 87; Canada Southern 1st mort., 60; St. Louis and Iron Mt. 1st mort., 87; do. 2d mort., 71; Ohio and Miss. 7s, consol., 83½; do. consol. S. F., 85; Delaware, Lackawanna and Western 7s, conv., 93; Lake Shore div. bonds, 83¼; Long Dock bonds, 90¾; Delaware and Hudson Canal reg. 6s, 1891, 100; Boston, Hartford and Erie 1st mort., 22; Gt. Western 1st mort., 1888, 89; Toledo, Wabash and Western 7s, consol., 73; Lake Shore and Michigan Southern 7s, consol. coupon, 87; Pacific R. R. 7s, guar. by Mo., 92¼; New York Central Sub. bonds, 81; Toledo, Peoria and Warsaw 7s, Burlington division, 74; Milwaukee and St. Paul 1st mort. LaC. div., 81; Central R. R. of New Jersey 1st mort., 98; Chicago and Northwestern Interest bonds, 85; Western Union Telegraph, 55¾; do. 7s, 85; Quicksilver pref., 25; Consol. Coal of Md. 42; Maryland Coal, 13: Pennsylvania Coal, 240; U. S. Exp., 57; Wells Fargo Exp., 62; Am. Exp., 52½; Adams Exp., 80; N. Y. State 7s, B. L. reg. 103½; South Carolina, 6s, new, Jan. and July, 9; Ohio 6s, 1881, 101; Brooklyn 6s, W. L., 90¼.

Philadelphia.—Philadelphia and Reading Coal and Iron deben. bonds, 78; do. 1st mort., 85; Pennsylvania and New York 7s, 96¼; Philadelphia and Reading 7s, new, conv., 97; do. 7s,1893, 100; Lehigh Valley 7s, 100; Schuylkill Nav. 7s, Boat Loan, 75; do. div. scrip. 73; Wilmington and Reading 2d mort., 80; Westchester and Philadelphia R. R. 7s, 100; North Pennsylvania 6s, 98; Pennsylvania R. R. dividend scrip, 90; Catawissa R. R., 13; Nesquehoning R. R., 49. The latest quotations are; City 6s, 96@96; do. free of tax, 101¼@101⅜; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104@105; do. 3d series, 107@107½; Philadelphia and Reading 49¾@50; do. Gen'l mort. 7s, coup., 97@97; do. reg., 101¾@—; do. mort. 6s, 1880, 86@—; do. 7s, new, conv., 97@97½; United New Jersey R. R. and Canal Co., 111@112; Camden and Amboy 1st mort. 6s, 1889, 91@94; do. 1883, 88@90; do. 1889, —@89 Pennsylvania R. R., 42¾@42⅞; do. 1st mort., 97½@98½; do. 2d mort., 95@95; do. General mort. coupon, 85@86½; do. reg., 89@92½; Little Schuylkill R. R., 41½@44; Morris Canal, 44@50; do. pref., 110@120; do. 6s, 83@92; Susquehanna Canal, 6@9; do. 6s, 62@65; Schuylkill Nav., 5@7; do. pref., 10¼@10½; do. 6s, 1882, 67@70; do. 1872, 75@80; Elmira and Williamsport pref., 30@38; do. 7s, 1873 93@95; 5s, do. 50@60; Lehigh Coal and Navigation 28¾@24; do. 6s, 1884, 82@83; do. R. R. Loan, 81@88; do. Gold Loan, 83@83; North Pennsylvania, 42@49; do. 6s, 97½@98½; do., 7s,96@97; do. Chattle 10s, 103@105; Philadelphia and Erie, 15@16; do. 6s, 75@85; Minehill, 48½@49; Catawissa, 12@12½; do. pref., 36@39; do. 7s, 1900, 94@95; Lehigh Valley, 54@54¼; do. 6s, new coupon, 93¾@94; do. reg., 95½@96; do. 7s, 100@100½; Fifth and Sixth streets, (horse,) 50@54; Second and Third, 50@55; Thirteenth and Fifteenth, 19¼@19¾; Spruce and Pine, 25@28; Green and Coates 40@—; Chestnut and Walnut, —@52¾; Hestonville, 16½@17½; Germantown, 30@—.

Boston.—Chicago, Burlington and Quincy 7s, 89; Vermont Central 1st mort., 20¼; Atchison, Topeka and Santa Fe 1st mort., 59; do. 7s, L. G., 57½; Old Colony 6s, 1875, 95; do. 6s, 1876, 99¼; do. 7s, 100; Burlington and Missouri River R. R. in Iowa, 81; do. in Nebraska, 42¾; do. 8s, in Nebraska, 85; Eastern R. R. 7s, 1887, 98 Michigan Central 7s, 1902, 90; Boston and Lowell 7s, 100¼; Boston and Albany 7s, 100½; Rutland R. R. 8; do. pref., 41¼; do. scrip, No. 4, 75½; Cincinnati, Sandusky and Cleveland R. R., 9½; Norwich and Worcester R. R., 118; Boston Water Power Co., 14½; Cary Imp., 7⅛; Brookline Land, 4¼; Massachusetts 5s, 1893, gold, 99; Maine 6s, 1889, 96¼; New Hampshire 6s, 97; Boston 5s, 1884, gold, 94; do. 6s, 1880, currency, 98; Chicago 7s, 1893, 92; Fall River 6s, 1878, 91¼; Lynn 6s, 1891, 91¾; Portland 6s, 1887, 90⅜; Augusta 6s, 1887, 90¾; Nashua 6s, 1875, 95½; Charlestown 6s, 1891, 93; Cook Co. Ills., 7s, 92; Allouez Mining Co., 6¼; Calumet and Hecla, 125; Duncan, 75c.; Mesnard, 1; Pewabic, 5½; Ridge, 6.

Baltimore.—Maryland Defense 6s, 101¾; Virginia consols, coupons, 77. The latest quotations are: Wilmington, Columbia and Augusta bonds, 67@70; Pittsburg and Connellsville 7s, 1898, 82@83¼; Baltimore and Ohio, 144½@154; do. 6s, 1875, 95¼@98; do., 1880, 92@92¾; do., 1885, 92@92¾; Parkersburg Branch, 9@11; Northern Central, 20@25; do. 6s, 1885, 86@88; do., 1900, 70@81; do., 6s, 1900 gold, 80@89½; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, 90@94; Marietta and Cincinnati 1st mort. 7s, 1892, 94@96½; do., 2d mort., 7s, 79½@80; do., 3d mort., 8s, 67⅛@70; Central Ohio, 33@38; do. pref., 32@39; do. 1st mort., 81@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 90@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 60@70; Orange and Alexandria 1st mort. 6s, 80@90; do., 2d mort. 6s, 70@80; do., 3d mort. 8s, 70@77½; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 71@72; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@70; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 93@94; do., 1884, 94@95; do. 1886, 95@97; do. 1890, 94¼@94½; do., 1893, 94¾@95; do. 1893, exempt, 98@100; do., 1900, exempt, 93⅞@94½; do. 1900, new, 93@94¼; do. 1902, 94½@95½; Memphis City 6s, 38@49; Maryland Defense Loan, 1883, 101½@101½; Virginia 6s, old, 30@35; do. coupon old, 30@35; do. consol. 6s, 46¾@47; do. coupons, 76¼@77; West Virginia, 7@10; City Passenger R. R., 11@18; George's Creek Coal, 100@130.

☞ A. W. Lamb of Hannibal, Mo., has been chosen President, and John P. Acker of New York, Vice President of the Hannibal and St. Joseph Railroad Company.

☞ The lease of the Harlem Extension Railroad to the Central Vermont Railroad Company has been fully executed.

Panama Railroad Company.

The following is a comparative statement of the receipts and disbursements for the seven months, from January 1st to August 1st, of the years 1872 and 1873:

	1872.	1873.
Receipts of road per income book, gross	$990,675 19	$1,034,800 05
Receipts from inter'st, premium on gold, rents, &c.	44,430 14	106,408 62
	$1,032,105 33	$1,141,208 67
Disbursem'ts—Working expenses, proportion interest on bonds and subsidy to U.S. of Colombia for seven months, office expenses, &c., &c.	594,014 39	656,277 15
	$437,190 94	$484,931 52
Net increase, 1873 over 1872		$47,740 58
Gross earnings for July		$171,618 27
" August		115,140 97
" September		119,595 72
		$406,354 96
Gross earnings for the corresponding months of 1872		405,157 19
Increase		$1,197 77

The cash assets of the company this date, are as follows, viz:

Cash in Bank, currency	$2,290 01
" " gold	595 81
	$2,885 82
Loans on call (amply secured) and investments	699,616 26
In hands company's Bankers, London	52,946 90
	$755,448 98

Balance due on a call loan, now in suit, amounting with interest to about $48,500, not included in above statement.

The assets of the sinking fund, this date:

Investment cost as per ledger, and loans on call	$590,719 34
Present market value	$584,972 96

The outstanding bonds of the company are as follows, viz:

1st mortgage, due in 1875 £19,350@4.85	$93,847 50
General mortgage due in 1897 £597,800@$4.85	2,899,330 00
	$2,993,177 50

The sinking fund, with its accumulations, is pledged for the liquidation of the bonds; it is estimated that it will not only be sufficient to retire the bonds at maturity, but leave a considerable surplus to the credit of the company.

The company has no floating debt.

A. B. STOCKWELL, Pres't,
GEORGE S. SCOTT,
T. W. PARK.
WM. B. LEONARD,
S. L. M. BARLOW.
Executive Committee,
JOHN KEELER, Secretary.

New York, Sept. 6, 1873.

☞ The Indianapolis, Cincinnati and Lafayette Railroad, and the Short Line from Lafayette to Chicago via Kankakee, have agreed to consolidate January 1. The Indianapolis *Sentinel* says it is in contemplation to build a branch across the State of Illinois to Clinton, Iowa, and that "its purpose is to draw the great trade of the northwest to the Cincinnati and Baltimore markets."

Staten Island Iron Mines.

It has long been known that iron existed in considerable quantities upon Staten Island, and within the past few years large deposits of very superior ore have been opened. The Richmond Iron Mining Co., at Castleton, have been at work for six years, and are taking out fifty tons of ore per day. The ore consists of both hematite and magnetic in combination, and is found in strata and pockets, at an average depth of seven feet, and extends from this point to the serpentine rock, at a depth varying from twelve to thirty feet. The company since the commencement of operations have taken out 150,000 tons of ore, which has yielded about sixty per cent of superior iron, and entirely free from phosphorus. The iron is largely used in the manufacture of steel.

Illinois Central Railroad.

The statement of this Company for the month of October, 1873, is s follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,134.28 for	$16,738 41
Acres Interest Fund Lands Sold	40.00 for	600 00
Acres Free Lands Sold	174.40 for	2,684 80
Total sales during the m'th of October, 1873	2,348.68 for	$20,023 21
To which add Town Lot Sales	..... for	210 00
Total of all	2,348.68 for	$20,233 21
Cash collected in Oct., 1873		$40,921 04

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$372,842 00	$121,341 00	$494,183 00
Passengers	130,809 30	44,641 10	175,450 40
Mails	6,375 00	3,059 24	9,434 24
Other sources	82,125 00	2,480 76	84,605 76
Tot'l Oct., '73	$592,151 30	$171,522 10	$763,673 40
Total actual earn'gs, Oct., 1872	$684,370 72	$197,321 72	$881,692 44

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending November 1, at 419,149 tons, and for the coal year 17,110,281 tons, against 16,478,230 tons to corresponding time last year, being an increase of 632,051 tons. The bituminous tonnage for the week is 85,266 tons, and for the year 2,796,106 tons, giving a total of all kinds for the week of 504,415 tons, and for the year of 19,906,387 tons, against 18,867,997 to same time last year, being an increase of 1,038,390 tons.

☞ The earnings of the Erie Railway Company for the week ending Oct. 31, 1873, were $475,341, and since Oct. 1, $1,817,369—an increase over the corresponding period of the previous year of $95,052.

☞ The Utah Southern Railroad has been completed within two miles of Provo. The Utah Northern narrow gauge is being extended from Brigham City, its former terminus, to Ogden, and will probably be completed in one month.

☞ The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending October 31, 1873, were: freight, $5,366 61; passengers, $4,433 42—total, $9,800 03. Same week last year, $10,506 05.

☞ The earnings of the Scioto and Hocking Valley Railroad in October, 1873, were $113,925 35, against $89,995 19 in October, 1872, an increase of $23,930 16. For the ten months ending October 31, 1873, the earnings were $947,825 53, against $681,273 79 in the corresponding period of the previous year, an increase of $266,551 74. In 1872, the months of November and December footed up respectively $98,974 and $84,644; making the total for 1872, $854,892—being about $100,000 less than for the ten months of 1873.

☞ The earnings of the Central Pacific Railroad for the month of October, 1873, were $1,423,875, against $1,285,567 in October, 1872, and $981,005 in October, 1871. For the first ten months of 1873 the earnings have been $11,606,804 against $10,593,011 for the first ten months of 1872, and $7,897,480 for the first ten months of 1871—an increase this year over 1872 of $1,013,793, and over 1871 of $3,709,324.

☞ The Corrugated Iron Company of Springfield, Mass., is full of orders, and running nine hours only because of the early darkness. The National Needle Company is more than busy. Work at the United States Armory is also increasing, and hands are being hired instead of discharged. The Wason Car Company runs eight hours, and has discharged a few men, but expects to go on without further retrenchment.

☞ A letter from Cumberland, Md., to the Baltimore *Sun*, says that the shipments of Cumberland coal for the year to November 1 were 2,199,990 tons 4 cwts., showing an increase over the same period in 1872 of 275,883 tons 1 cwt. Increase in railroad shipments, 345,594 tons 7 cwt.; decrease in canal shipments, 69,771 tons 1 cwt.

☞ The Manchester, N. H., locomotive works have begun to run on twelve hours time, they having received orders from three different parties for locomotives to be made this month. A number of the old hands, discharged last month, have returned.

☞ The annual report of the Connecticut River Railroad shows the receipts of the past year to have been $761,303, which is an increase of $17,965 over 1872. The expenditures were $749,879, an excess over 1872 of $9,433. The surplus fund amounts to $228,409.

☞ The earnings of the Baltimore and Ohio Railroad and branches, including the Ohio Divisions, for the fiscal year ended 30th September, 1873, were $15,644,508 83, against $13,626,677 31 for the previous year, an increase of $2,017,831 52.

☞ The rolling mills of the Baltimore and Ohio Railroad Company in Cumberland, Md., are now being run on the "double turn" again, constant day and night work, excepting Sundays.

☞ The trains of the Cumberland Valley Railroad now all run through to Martinsburg, West Virginia, and Hagerstown has ceased to be its western terminus.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Oct. 31, are: freight, $76,747 95; passengers, $37,027 82—total, $113,775 77.

Journal of Railroad Law.

PASSENGER RAILROAD COMPANIES NOT LIABLE FOR WANTON AND WILFUL ACTS OF DRIVER—LAW OF NEGLIGENCE.

The facts in the recent case of Pittsburg, Allegheny and Manchester Passenger Railway Company *vs.* Donahue, (70 Penn. St., 119), are fully and clearly stated in the following opinion by—

THOMPSON, C. J.—On the argument at bar, it seemed to me there was a want of definiteness in the instructions of the learned judge in answer of the points of the defendant, in order to exclude as an element of damages the manifest trespass of the driver of the car; but on further reflection this impression yielded to a different conclusion. It is true the learned judge refused to charge as requested by defendant's counsel, that the railway company was not liable for the willful trespass of the driver of the car, but he charged that it was responsible for the results of his conduct, if within the scope of his authority. It might have been more satisfactory if he had explained to the jury what was not within the scope of his authority, as disclosed by the testimony; but in regard to the blow with the iron bar, by which the plaintiff was knocked from the platform of the car and fell under the wheels, he instructed the jury that the driver had no authority to do such an act. This, of course, withdrew it as an element of damages.

We do not say that in no case a blow may not be given by a conductor or a driver and be within the scope of his authority. It certainly may, when by resistance to proper authority it become necessary to execute that authority to beat even trespassers, on their cars. But with the authority to remove them it is implied, if necessary, and the facts must show the necessity; if not, and injury occurs that would be entitled to be compensated, a company might be answerable to the injured party. In this case the blow knocked the plaintiff off the car, and then by culpable negligence the car was driven over his feet, and he was badly injured. The driving of the car was within the scope of the driver's employment, and for this the company was answerable. It was for this that the damages were given.

This subject has received some consideration in the case of Bagley *vs.* The Manchester, Sheffield and Lincolnshire Railway Co., Eng., L. Rep. vol. 6, 415, Com. Bench. The substance of the decision is, that "a person who puts another in his place to do a class of acts in his absence, necessarily leaves him to determine, according to the circumstances which arise when an act of that class is to be done, and trusts him for the manner in which it is done; consequently he is answerable for the wrong of the person so intrusted, either in the manner of doing such an act, under circumstances in which it ought not to have been done, provided what is done is not done from any caprice in the servant, but in the course of the employment." In that case the company was held answerable in damages to the extent of £200, for injury done a passenger by a porter who attempted to remove him from a train which he was rightfully on, but which the porter thought was the wrong train. It was held that as it was within the scope of the porter's duty to remove persons not entitled to passage on the train, the company was liable to damages for the injury to the plaintiff in endeavoring to put him off, although the effort made was under a mistake. All this was because the porter supposed he was acting under legitimate authority, and so he was, but was mistaken in the exercise of it.

Our case was well decided, however, in holding the company, as between it and the plaintiff, answerable for what it did by its agent in the course of his employment, viz: negligently driving over and maiming the plaintiff, it is said, for life.

We do not see any error in the manner in which the learned judge submitted the question of damages to the jury. It was proper to allow the jury to assess damages for pain and suffering sustained as the result of the injury, as well as for any permanent injury proved.

We have nothing to say about the amount of damages allowed by the jury. They may be all right in this particular instance, but this court is often told, and we cannot shut our eyes to the fact, that juries are prone to be more liberal, or perhaps, rather, more unreasonable, in allowing damages against corporations than they are, as against individuals under like circumstances, without reflecting that they are punishing stockholders whose money has built up these useful lines of convenient and speedy transit, and who have no active connection with the management of the business whatever, and who are entirely innocent of any wrong occurring in their management. The rule of right is the same whether the party be artificial or natural, and should be so held by courts and juries. It may be so administered, if care be taken by the judges on the trial of causes where such parties are involved. Had the precise injury here been inflicted by the trespass and negligence of a private hack-driver, such a verdict would hardly have been sustained, as it would probably have ruined and beggared the owner of the vehicle, and yet the rule of right ought to be the same. I have no sympathy with guilty agents, but a reasonable rule of responsibility should apply to his employers if they are guilty of no negligence in employing him, be that employer a railroad company or a private person; the only difference being in the requirement of greater vigilance necessary to the one case than the other, owing to the difference in power to injure between public and private vehicles.

Judgment affirmed.

☞ The receipts of the Boston and Albany Railroad for the year ending September 30, 1873, were $9,798,032, the expenses $7,561,159, and the net profit $2,236,872. In the previous fiscal year the receipts were $9,259,598, the expenses $6,896,984, and the net profit $2,362,614—showing an increase in receipts of $538,434, in expenses of $664,175, and a decrease in net profit of $125,742. The contingent fund at the close of the last fiscal year was $3,263,899, against $3,240,307 on the 30th of September, 1872—an increase of $23,592.

☞ A special meeting of the stockholders of the Duxbury and Cohasset Railroad Company was held in Boston on the 7th inst., to consider the subject of the proposed extension of the road from its present terminus in Duxbury to the Old Colony road in Kingston. The length of the proposed extension is three and one-third miles, and the estimated cost is $70,000. After the details had been submitted and discussed, the whole subject was referred to the Board of Directors with authority to proceed at once with the construction of the road.

Detroit and Milwaukee Railway.

The directors of the Great Western Railway Company of Canada have issued the following report, giving a history of the connection of that company with the Detroit and Milwaukee Railway Company:

Most of the shareholders know, but it may be useful briefly to recapitulate the facts relative to the connection of the Great Western with the Detroit and Milwaukee.

Some years before any member of the present Great Western board became a director upon it, a loan of 250,000*l.* was made, with the consent of the Great Western shareholders, to the Detroit and Milwaukee, to help them to complete their railway across the State of Michigan in immediate connection with the western terminus of the Great Western, the traffic from which line was justly considered to be of great value to the Great Western.

The railway was completed at the end of 1858, and has since then transferred its through traffic to the Great Western.

The Commercial Bank of Canada had also made large cash advances to the company for the legitimate purposes of the railway, and although the Great Western, during a protracted litigation, successfully resisted the action of the bank to make it liable for those advances, yet the debt was eventually compromised by the issue to the bank of what are called "Street Douglass" 6 per cent bonds of the Detroit and Milwaukee, ranking in priority next after its ordinary mortgage bonds. The Merchants' Bank of Canada, of which Sir Hugh Allen is the president, subsequently took over these bonds with other assets of the Commercial Bank, then in liquidation.

While this litigation was pending, the Great Western were advised to foreclosure the mortgage given for its advance of 250,000*l*, and in October 1860, in virtue of a decree, it purchased the rights, privileges, and property of the Detroit and Milwaukee, subject to the prior mortgages of the ordinary bondholders, and transformed the 250,000*l.* or $1,250,000 loan into preference shares to the amount $2,095,000, which included arrears of unpaid interest up to that date.

The Detroit and Milwaukee has had to contend during the last twelve years with this great difficulty, that no new capital has been raised to renew or improve its permanent way or station buildings, to add to its rolling stock, or to repair the disasters of a fire which consumed the Detroit station in April 1866. Whatever funds have been expended on capital account have been taken from its revenue earnings. Indeed, for four years ending November 1863, the company were compelled to suspend the payment of its ordinary bond interest, and apply the net earnings of the road to capital purposes. The interest coupons during this period were funded, and are represented by bonds bearing interest.

Up to December 31, 1873, the large sum of $1,954,000*l.* has been expended on capital account, the whole of which had been provided out of revenue since the re-organization of the company in October 1860.

This is briefly the past history of the Detroit and Milwaukee, which will serve to elucidate the annexed letters of Mr. C. C. Trowbridge, the president, and Mr. G. Jerome and Mr. G. V. N. Lothrop, the legal advisers of the company.

Mr. Trowbridge states that the present bonded mortgage debt of the Detroit and Milwaukee, having a prior claim over the Great Western and the "Street Douglass" bonds issued to the bank and to others amounts to $5,420,737

The "Street Douglass" bonds, held by the Merchants' Bank and others, together with arrears of interest unpaid 2,259,975

Under the compromise made with the Commercial Bank, it was stipulated that whenever the net revenue of the railway in any year permitted in-

terest to be paid on the Great Western preference shares, interest on the "Street Douglass" bonds should also be paid, so that dollar for dollar each should receive the same interest. But the bank reserved in one respect a prior claim to the extent of $100,000 yearly to be paid out of net revenue, and applied to redeem so much of the "Street Douglass" bonds held by the bank. Under this arrangement $350,000 of these bonds have been already redeemed, and the interest of three half-years only has been paid to the bank, to other "Street Douglass" bondholders, and also to the Great Western.

In any re-organization of the Detroit and Milwaukee obligations, it is absolutely necessary to acquire the bonds still held by the bank which possess this priority of redemption. They amount to $1,238,000
There are five years' unpaid interest, at 7 per cent 482,300

$1,720,300

The Merchants' Bank propose to sell this claim for the sum of (United States currency) $800,000
Mr. Trowbridge estimates that the remaining "Street Douglass" bonds can be bought for, say 200,000

With these charges removed, the Great Western would be the sole owners of the property of the Detroit and Milwaukee, subject to the prior mortgage debt of $5,420,773, a property the actual cost of which is $11,837,000.

Mr. Price estimates the value of the traffic to the Great Western brought from the Detroit and Milwaukee, for the last five years, at an aggregate of $1,683,578, and that the present value of the gross traffic to the Great Western may be taken at least at $600,000 per annum.

The only way to relieve the financial embarrassments of the Detroit and Milwaukee, and to secure the Great Western in possession of the property, is to reduce the annual charge for bond interest, and to place the road and rolling stock in such an improved position as to enable the railway to increase its revenue and reduce its working expenses.

To accomplish this, the Detroit and Milwaukee authorities have suggested to the Great Western directors that a new sterling or gold bearing mortgage should be made to cover the whole property, and in substitution and replacement of the many existing mortgages prior to that of the Great Western, the average rate of interest paid upon which is 7¼ per cent. under which new mortgage an issue of Great Western bonds or debenture stock should be made, the interest on which is not to exceed 5½ per cent per annum, payable either in London or New York.

The directors would not ask the shareholders of the Great Western to sanction any arrangement of this nature, unless it could be clearly shown that such an operation would in itself be remunerative, apart from any more indirect traffic advantages to the Great Western.

The cost of 10,000 tons of steel rails and new rolling stock urgently required is set down by Mr. Trowbridge together at $1,000,000
The "Street Douglass" bonds at 1,000,000
The ordinary first and second mortgage bonds 5,420,000

United States currency $7,420,000

The issue to cover these obligations would be sterling securities for 1,360,000*l.*, or in gold $6,800,000, which would be equivalent to $7,480,000 United States currency.

If the interest does not exceed 5½ per cent per annum, the annual charge would be $374,000 in gold, equivalent to $411,400 United States currency, while a gross annual revenue of $1,500,000, with working expenses at 60 per cent, will yield $600,000 United States currency per annum, or sufficient to meet the bond interest and leave 9 per cent interest on the $2,095,000 preference shares held by the Great Western.

But so full of promises of future prosperity are the prospects of the Detroit and Milwaukee, that an offer has been received to lease the road for twenty years, when properly equipped and put in order, for an annual sum of $500,000 United States currency, by an association of leading men in the city of Detroit, formed into a company under the laws of the State of Michigan, with a capital of $1,000,000, of which 10 per cent will be paid up. If this lease is granted, the same traffic relations will be maintained with the Great Western as exist at present. The requisite precautions will be taken to ensure due performance of the conditions of lease, with right of re-entry in the case of default. There is no doubt that the railway could be worked more advantageously to the district in hands of a local management, and it should be added that a formal legal tender to carry out this offer is now on its way to this country by mail, and in order to admit of its consideration it is intended to adjourn the special meeting of Great Western Shareholders from Wednesday October 29th, to Wednesday, November 5th, 1873.

The Merchants' Bank of Canada have intimated their willingness to sell their claim for the sum of $800,000 United States currency in discharge of principal and interest due from the Detroit and Milwaukee, including an entire substitution of all rights and privileges of every sort possessed by them in favor of the purchaser.

The whole question at issue being thus explained, and all the facts laid before the shareholders of the Great Western, so as to enable them to form a deliberate judgment, the board leave it entirely to their decision, with a recommendation that the proposed mode of dealing with the financial affairs of the Detroit and Milwaukee be sanctioned. The proxies of those shareholders who may intrust them to the directors with this view will be so used. But the proxies of those shareholders who may object to this guarantee will be recorded in opposition to the scheme.

The decision of the stockholders will result in one of the following alternatives:

1. To place the Detroit and Milwaukee on such a firm and permanent financial basis as it has never yet occupied, by the substitution of Great Western securities, the interest on which is not to exceed 5½ per cent, for those now bearing an average rate 7¼ per cent. The issue will amount to 1,360,000*l.*, or gold $6,800,000, to replace every other mortgage bond, and therefore to be the only charge on revenue taking precedence of the Great Western, in whose hands the working of the railway will be continued.

2. With the above arrangement, to accept the proposal to lease the railroad to the Detroit for an annual rental sufficient to cover the interest on the new securities to be issued, and to secure the payment of 5 per cent interest on the $2 095,000 debt due to the Great Western in October 1860, resigning the management of the road to the Detroit, with the stipulation that the entire traffic should as heretofore go over the Great Western, and with power of re-entry in the event of default.

3. To allow matters to remain as they are, which will inevitably involve the default in payment of the first and second mortgage bond interest due 15th November 1873, as well as of the small amount of first mortgage bonds maturing at that date, and possibly the adverse action of some of the bondholders which, as Mr. Jerome reports, may cause the ownership of the line to pass from the Great Western into hostile hands, and the diversion of some of the through traffic into other routes.

Whatever may be the decision of the shareholders, the Great Western directors will not relax their most earnest endeavors to protect and promote the Great Western interests.

☞ The New Haven *Journal* complains that the embarrassments in the mills and manufactories of that city have been greatly exaggerated. Business is dull, it admits, but things are not half as bad as has been represented.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st October inclusive, during the years 1872 and 1873, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1872 ..	104,100	7,804,400	25,434,200	9,119,200
1873 ..	118,400	19,146,200	16,035,600	1,342,200
Inc...	14,300	11,341,800	*9,398,600	*777,000

* Decrease.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a increase equal to 2,282,660 bbls. of flour.

The receipts of new crop barley to November 1 are 1,320,000 bushels, against 1,717,000 bushels to a corresponding date in 1872.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of October, in the years indicated:

	1871.	1872.	1873.
Canal opened—	April 24.	May 13.	May 15.
Flour, bbls.	205,800	104,100	118,400
Wheat, bushels..	17,465,200	7,804,400	19,146,200
Corn, bushels ..	17,952,500	25,434,400	16,035,600
Barley, bushels.	2,206,300	2,119,200	1,342,200
Rye, bushels....	664,400	357,300	914,400
Oats, bushels...	4,637,500	5,075,300	2,894,100
Malt, bushels...	841,900	827,300	661,700
Feed, lbs.....	5,916,600	6,149,300	7,229,200

☞ A dispatch dated Corpus Christi, Texas, November 7, says: "The Corpus Christi and Rio Grande Railroad Company was organized here to-day, under charter of the State of Texas. The line connects this place with Lareda, and besides controlling the Rio Grande trade, will exercise a powerful influence in checking border depredations, and opening to settlement the rich lands of the Nueces Valley. Working parties have been placed in the field, and construction of the road will be rapidly pushed forward. Representatives of Northern capitalists are here. Colonel Thomas H. Robb, late President of the Frontier Commission, has accepted the presidency of the road. Much local enthusiasm is excited, and the enterprise is powerfully stimulating immigration and the trade of this place."

☞ On the 16th instant the Piedmont Air Line commenced running Pullman's palace sleeping cars through from Charlotte, North Carolina, to New Orleans, Louisiana. This route is via the recently completed Atlanta and Richmond Air Line Railway to Atlanta, Montgomery, Mobile, and New Orleans, and is some sixty miles shorter than any other route offering through tickets and checks to these points. The distance run by sleeping car without change from Charlotte to New Orleans is 758 miles, and avoids all ferry and omnibus transfers.

☞ A certificate of the incorporation of the Federal Creek Valley Railroad Company has been filed in the office of the Secretary of State of Ohio. Capital stock $300,000. The proposed road is to extend from a point at or near the mouth of Federal Creek, Athens county, to a point at or near the village of Moxahala, Perry county, passing through Athens, Morgan and Perry counties. The corporators are John E. Vore, S. J. Wells, D. B. Stewart, C. H. Grosvener, J. M. Dana, E. H. Moore, J. M. Rusk, P. B. Vore and William Boileau.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,508	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,330,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	551,045	493,232	506.623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,089	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,815	352,604	5,156.326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,866	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,340	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,139	406,922	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316 831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	724,983	612,917	748,634	876,413	763,673	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	360,734	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	1,012,669	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,095	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,168	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,193,695	1,522,847	1,127,039	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,173	177,327	158,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,164
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,786,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	539,238	706,603	802,586	746,450	643,058	664.051	728.521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	706,142	469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	881,266	1,007,831	969,863	876,833	837,277	1,068,937	.....	.....	.....	.....

A New Sleeping Car.

The Baltimore *American* notices the arrival in that city on the 10th inst., from Philadelphia, of a beautiful new combined palace sleeping and parlar car, invented and patented by Mr. Jonah Woodruff, of that city. The improvements which this car possess were first patented in 1871, and are now in use on many of the principal Western railroads. The car is named the "Cleopatra." The exterior appearance of this car is very beautiful. It is painted a deep maroon color, picked out in gold arabesque. On each end of the car is a vestibule, constructed as a rotunda, and arranged so that when the doors are closed two beautiful private apartments are formed, in which there are seats, tables, water-stands, water-coolers, and water closets. The front one of these vestibules is set apart for the use of ladies and children, while in the one at the rear the gentlemen passengers can smoke, play cards, or otherwise amuse themselves, and at the same time be secluded from the view of the other passengers. The ceiling of these rotundas are composed of papier-mache, beautifully frescoed. The car is heated by steam pipes, that are attached to each seat instead of the side of the coach, as in many others of a different pattern. On entering the main saloon of the car a beholder is struck by the fact that it in no way resembles the ordinary sleeping car until the beds are arranged. The upholstery in this car is most magnificent. The window curtains and hangings are truly gorgeous, and, together with the large French plate glass windows, luxurious crimson velvet covered seats and fancy globe lamps, make the car seem like a drawing-room. In fifteen minutes this scene can be changed, and by an ingenius mechanical contrivance each of the seats becomes a bed, while a second one is drawn out of the panelling in the side of the car, and forms the second or upper "bunk." The ease and rapidity with which the car can be transformed into a sleeping apartment is astonishing. The beds and bedding are stored in and beneath the seats—this alone is said by railroad men to be a great advantage, as in the old-fashioned sleeping car all the sleeping appurtenances were encased in the side of the car and near the roof, thus rendering the car top heavy and more liable to topple over than when the weight is nearer the centre of gravity. By arranging the beds and bedding in this way a top weight of about 5,000 pounds is saved, and the car made that much lighter.

☞ The Philadelphia *Ledger* says that the Baldwin Locomotive Works employ 1,330 men now working on three-quarter time. During the past ten months they have built 420 engines, being considerably in excess of the number built in the corresponding period of last year. There has been almost a total cessation of orders for new engines for American roads, but the firm have still on hand several contracts for foreign countries, and inquiries have recently been received from Canada, South America, and Russia which lead to the hope that large numbers of engines will be built for those countries in the next five years. The great car wheel works of A. Whitney & Sons are still running on full time, and have orders on hand sufficient to last for some time to come.

☞ The Buffalo *Courier* says that Captain D. Dobbin's canal steamer William Newman left Troy at 5 o'clock in the evening of the 31st of October, with 101 tons of cargo on board, and arrived in Buffalo at 3 o'clock in the afternoon of the 5th inst., making the run in four days and twenty-two hours. Her running time was less than four days, and is the fastest time ever made by a canal steamer. The condition of the canal for steam navigation purposes is said to be fair, making allowance for the innumerable obstructions offered by horse boats.

☞ Mr. George Webb, late manager of the Catawissa Railroad, has been designated Superintendent of the Pittsburgh division of the Pittsburgh, Fort Wayne and Chicago Railroad, with headquarters in Pittsburg.

RAILROAD IRON.

50 and 56 lbs. in store at New Orleans.
56 and 56 lbs. in store at New York.

BESSEMER STEEL RAILS.

All Weights of Light Rails for Narrow Gauge Roads.

30, 56 and 60 lbs. in store in New York.
For sale by

DANA & COMPANY,
18 William street.

RAILROAD IRON.

ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by

WM. H. PETIT & PIKE,
72 Wall-st., New York.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails,** and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

FOR SALE.

TWO (2) NEW PASSENGER CARS—47 fee long—low price—can be seen at

Philadelphia Car Works.
31st and Chestnut St.,
PHILADELPHIA.

NICKEL
AND
SILVER PLAITING,

Bronzing and Coppering
IN ALL STYLES BY

A. W. LADD,
5 Dey St., Room 7, N. Y.

RIEHLE BROS.,
Ninth and Coates Streets, Philadelphia,
New York Store, 93 Liberty Street,
Pittsburg Store, 56 Wood Street.
LATEST IMPROVED STANDARD.

Our Patented Double Beam Wrought Iron Lever Rail-Road Track Scale acknowledged the BEST.
MAKERS of the NEW TESTING MACHINE.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

TRUSTEES.

GEO. W. CASS,	THOS. A. SCOTT,
M. Y. TILDEN,	RUSSELL SAGE,
LLOYD ASPINWALL,	H. A. TILDEN,
M. N. WISEWELL,	WM. F. DRAKE,
AUSTIN BALDWIN,	WM. ORTON,
W. T. PELTON, Vice-Prest.	F. E. WOODBRIDGE, President.

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FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger-price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to **A. W. LADD**
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National Spring Works,
MANUFACTURERS OF
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RUBBER CENTER SPIRAL,
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AND OTHER
Railway Car Springs;
ALSO IMPORTERS OF AND DEALERS IN
General Railway Spplies,
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52 Fifth Avenue, Chicago.
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THE WHARTON

Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
28 South 3d St., Philada., Pa.

P. O. BOX, 2353, Phila.

DELAFIELD & BAXTER CEMENT COMPANY,
MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, **115 Broadway, New York.**

The above CEMENT is used in most of the fortifications building by government.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic [Diamond A] Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

E. M. Brigham, J. R. Butts, Ag't,
KINGSTON, N. Y. 95 LIBERTY ST., N. Y.

HOFFMAN ROSENDALE CEMENT,

Being the STANDARD CEMENT used at the BROOKLYN NAVY YARD.

MADE AND SOLD BY

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67 William Street, N. Y.

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THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

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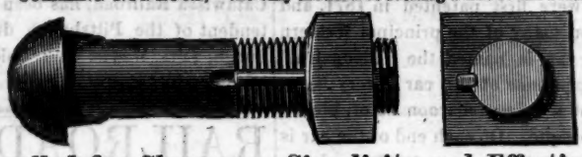
Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

Scott's Wrought Iron Clamp Truss Joint

FOR RAILROAD RAILS.

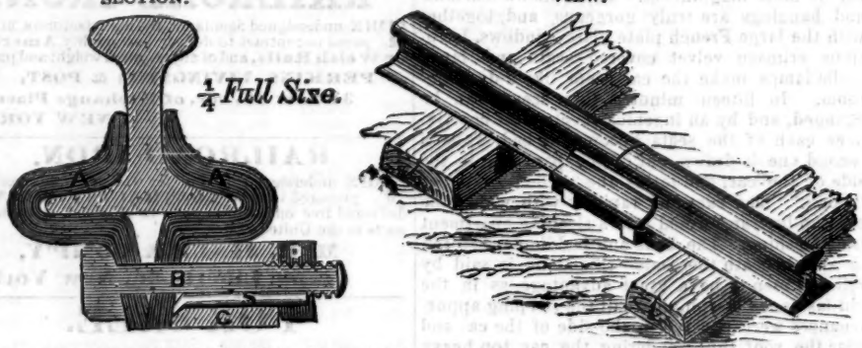
LENGTH 9 TO 12 INCHES, WEIGHT 20 TO 30 LBS.

THICKNESS ⅝ OF AN INCH. COST FROM $1.30 TO $1.50.

Has been tested to ***24,000*** lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a ***TRUSS***, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is ***SIMPLE***, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION. VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two ¾ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

For particulars, address

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ROSENDALE CEMENT,

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No. 90 Broadway, cor. of Wall st., N. Y.

THE

James Cement Co.,

(Successors to J. B. JAMES,)

Manufacture a superior quality of ***Rosendale Cement***, put up in good barrels made by themselves, and well papered. Address

J. B. JAMES, Pres't,
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